

Leixlip

Draft Local Area Plan 2020-2026

Plean Ceantair Áitiúil Léim an Bhradáin



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1 INTRODUCTION

The Leixlip Local Area Plan 2020 – 2026 (LAP) has been prepared in accordance with the requirements and provisions of the *Planning and Development Act 2000*, as amended (the ‘Act’), in particular Sections 18-20 of the Act. An LAP is required to be prepared in respect of an area that is designated as a town in the most recent census; has a population in excess of 5,000, or; is situated in the functional area of the planning authority. The 2016 Census of Population indicated that the settlement of Leixlip had a total population of 15,504 persons. A LAP is therefore mandatory for Leixlip.

The LAP sets out an overall strategy for the proper planning and sustainable development of Leixlip in the context of the *Kildare County Development Plan 2017 – 2023*, the contents of the Ministerial Direction issued in regard to the *Leixlip Local Area Plan 2017-2023* and the draft *Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031*. It is also informed by Ministerial Guidelines issued pursuant to Section 28 of the Act together with EU requirements regarding Strategic Environmental Assessment (SEA), Appropriate Assessment (AA), and Strategic Flood Risk Assessment (SFRA). The LAP has also been informed by a Sustainable Planning and Infrastructure Assessment (SPIA), Social Infrastructure Assessment (SIA) and a Strategic Transport Assessment (STA).

1.1 COMPOSITION OF THE PLAN

This Plan comprises a written statement with accompanying maps, an Urban Design Framework for lands at Confey and a set of Design Guidance and Principles for employment lands at Collinstown. The written statement shall take precedence over the maps should any discrepancy arise between them. In the full interpretation of all objectives for Leixlip, it is essential that both the County Development Plan (CDP) and the Local Area Plan (LAP) are read in tandem. Where conflicting objectives arise between the CDP and the LAP, the objectives of the CDP shall take precedence. It should be noted that the general development management standards applicable to the plan area are included in the CDP. This Local Area Plan therefore provides policies and objectives that are specific to the future development of Leixlip, Confey and Collinstown.

1.2 STRATEGIC ENVIRONMENTAL ASSESSMENT

The Strategic Environmental Assessment (SEA) process is the formal systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme. It informs the plan making process of the likely environmental impacts of alternative actions and contributes to the integration of environmental considerations into plan making. SEA is mandatory for plans for areas with a population of 5,000 or more; therefore SEA is required for the Leixlip LAP.

The findings of the SEA are set out in the Environmental Report, which, while constituting part of the Plan documentation, is presented as a separate document. The Environmental Report provides a clear understanding of the likely environmental consequences of decisions regarding the location of development in the Plan area. The mitigation measures needed to offset the potential adverse

effects of the Plan and future monitoring proposals have been transposed from the Environmental Report into the Plan.

1.3 HABITATS DIRECTIVE ASSESSMENT

The requirements for Habitats Directive Assessment of plans or projects, is outlined in Article 6(3) and (4) of the European Communities (1992) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora ('Habitats Directive'). In any case where, following screening for AA, it is found that any plan or project is likely to have a significant impact on areas designated as Natura 2000 sites, a full Appropriate Assessment must be carried out.

The Leixlip LAP was screened for AA during its preparation at draft stage. This screening concluded that likely significant effects of the LAP on the integrity of the Rye Water Valley / Carton Special Area of Conservation, (Site Code 001398) could not be ruled out, and therefore full Appropriate Assessment would be required. The mitigation measures identified in the Stage 2 Appropriate Assessment (i.e. Natura Impact Statement) have been incorporated into the Plan.

1.4 RELATIONSHIP WITH OTHER PLANS & GUIDELINES

The Plan has been prepared having regard to National, Regional and local policy documents, in addition to Ministerial Guidelines issued under Section 28 of the Planning and Development Acts 2000 (as amended).

1.5 APPROACH IN FORMULATING THIS PLAN

The Leixlip Local Area Plan 2017-2023 was adopted by the members of Kildare County Council at their meeting on 20th November 2017. A Ministerial Direction subsequently issued to Kildare County Council under Section 31 of the Planning and Development Act 2000 (as amended) on the 6th of March 2018 which required a revised LAP to be prepared for Leixlip which would ensure that additional lands were zoned for housing in compliance with the Core Strategy of the Kildare County Development Plan 2017-2023 (the CDP).

The Ministerial Direction specifically required the preparation of the revised LAP and that this plan should be consistent with the following principles:

- i. "Adoption of a sequential approach to additional residential land use zoning objectives which shall prioritise development of lands adjacent to town cores and public transport, especially rail routes and access nodes such as rail stations over locations peripheral to the town at the edge of the settlement;*
- ii. The integration of transport and land use planning with significant new housing development to be focused at locations proximate to high quality public transport, especially rail access, that is easily accessible to existing local infrastructure such as schools, and local services such as neighborhood centres, in the interest of a sustainable pattern of urban development;*

- iii. Protection of the integrity of strategic employment lands for long-term employment and economic development related activities in accordance with national, regional and county economic policy objectives; and*
- iv. The phasing of new development in tandem with the delivery of required infrastructure that should be determined through a detailed infrastructural assessment and master planning process for significant new housing development areas”.*

In order to fully comply with the Ministerial Direction and to develop a long term planning strategy for Leixlip town and its environs, the following planning and design works were undertaken to inform the plan:

1. Strategic Transport Assessment (STA)

The STA of Leixlip examined the existing and proposed transport infrastructure and service provision across all modes of transport including sustainable modes such as active modes (walking and cycling) in Leixlip. The assessment leads to an understanding of the existing constraints and modal share and also models future scenarios to ensure the optimal transportation interventions can be planned and provided for to meet future demand to drive a sustainable modal shift.

2. Social Infrastructure Audit (SIA)

The SIA examined the current context with respect to social infrastructure provision in Leixlip and identifies the future requirements and made recommendations on priority areas for investment within the plan area. The audit identified relevant social infrastructure that will contribute to the quality of life, forming a key part of the fabric of an area, not just in terms of wellbeing, but also in terms of sense of place and local identity.

3. Sustainable Planning and Infrastructural Assessment (SPIA)

A Sustainable Planning and Infrastructural Assessment (SPIA) was carried out to inform the appropriate zoning of land. In accordance with Appendix 3 of the National Planning Framework, the Sustainable Planning and Infrastructure Assessment comprises of quantitative and qualitative research analysis of existing and proposed infrastructure and accompanies the LAP.

4. Urban Design Framework (UDF)

The Urban Design Framework (UDF) provides a preliminary design guide for the future development of lands at Confey, north of Leixlip. The UDF has been informed by background research and baseline analysis, which has highlighted opportunities for future development while also identifying possible constraints and issues. The UDF includes a phasing/sequencing programme for the overall development of the lands to enable orderly development and ensure adequate infrastructure is provided alongside new development.

5. *Strategic Environmental Assessment (SEA)*

SEA is the process by which environmental considerations are required to be fully integrated into the preparation of plans and programmes prior to their final adoption. The objectives of SEA are to provide for a high level of protection of the environment and to promote sustainable development.

6. *Habitats Directive Assessment (HDA)*

The HDA, also known as Appropriate Assessment, is a requirement under the Habitats Directive 92/43/EEC. This Directive indicates the need for plans and projects to be subject to Habitats Directive Assessment if the plan or project is not directly connected with or necessary to the management of a Natura 2000 site, but is likely to have significant effects either individually or in combination with other plans or projects on Natura 2000 sites.

7. *Strategic Flood Risk Assessment (SFRA)*

A SFRA was carried out to support the preparation of the LAP. The SFRA is required to be prepared in accordance with the requirements of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014).

2 LEIXLIP IN CONTEXT

2.1 HISTORICAL DEVELOPMENT

Leixlip was established near the confluence of the rivers Liffey and Rye by the Vikings in the 9th century. Both rivers have played a significant role in the development of Leixlip and were key influencers in the location of early industry and employment at this location in the form of mills producing paper, flour, printing and timber.



There is a single crossing of the River Liffey to the east of the town at Leixlip Bridge, while the Rye Bridge crosses the River Rye at the western end of Main Street. Leixlip Town Centre is focused along Main Street which extends in a linear manner between these two bridges running parallel to the River Liffey to the south. Much of the town centre dates back to the mid-eighteenth century and retains its original character.

Until the 1960s Leixlip could still be described as a rural town on the border with County Dublin. A Hydroelectric Power Station was built by the ESB in the mid-1940s. In the 1970's, and 1980's there was rapid expansion in Leixlip with the construction of new residential estates for local workers and commuters.

In the late 1980s close links and easy access to Dublin City were contributing factors in attracting multinational companies to Leixlip and in creating the existing industrial and employment zones to the west and south of the town. In 1989, Intel constructed its largest manufacturing plant outside of the United States in Collinstown. Since then Intel has invested approximately \$12.5 billion in the Leixlip site and employs more than 4,500¹ people at this location. The Hewlett Packard site to the south of the town extends across 195 acres comprises of nine buildings with a total floor area of approx. 1.47 million sq ft. Current occupiers include Hewlett Packard Enterprise, Celestica, MGS, and Global Entserv Solutions. While these existing businesses provide a high level of employment within the plan area the overall HP site is currently underutilised with a significant level of vacancy within the built area. In recent years, new residential areas have been developed to the west of the town off Green Lane. Retail and commercial units have also been developed alongside new residential areas while expanded recreational facilities have been developed along the Maynooth Road as the town expands to the west towards Collinstown.

The physical constraints of the M4 motorway to the south, the railway and Royal Canal to the north and west and St. Catherine's Park to the east provide limitations for the further development of Leixlip. This plan aims to address such constraints in a manner which facilitates further development in accordance with the provisions of the Kildare County Development Plan Core Strategy 2017-2023 in a sustainable manner.

¹ Inside Intel - www.intel.ie/content/www/ie/en/company-overview/intel-leixlip.html

2.2 SPATIAL PLANNING CONTEXT

The National Planning Framework (NPF) together with the National Development Plan (2018-2027) was published in 2018 under Project Ireland 2040. Project Ireland 2040 is the Government's overarching long term policy initiative to make Ireland a better country for all of its citizens. The NPF confirms the position of Leixlip within the Dublin Metropolitan Area, and places specific emphasis on the regeneration and rejuvenation of towns through the promotion of compact growth and the consolidation of future development within and close to the existing footprint of built up areas. The NPF states that this will be achieved through infill and brownfield development rather than an over-reliance on greenfield, edge of town development.

The Draft Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031 sets out a framework to direct future growth of the Eastern and Midland Region over the medium to long term and implement the strategic planning framework set out in the NPF. The draft RSES includes a strategic plan, the Metropolitan Area Strategic Plan (MASP) for the Dublin Metropolitan Area (DMA) – within which Leixlip is located. The MASP identifies a number of strategic development areas including Leixlip/Confey in recognition of the area's location and proximity to the Dublin - Maynooth railway line.

The Draft RSES sets out the settlement hierarchy for the DMA and the population and housing targets for each County. The Core Strategy of the County Development Plan is required to be consistent with the RSES and to set out a settlement hierarchy for County Kildare along with population and housing targets for all towns, villages and the open countryside. Local Area Plans are required to be consistent with the Core Strategy of the County Development Plan. Similarly, Section (10)(1a) of the Planning and Development 2000 (as amended) states that a Local Area Plan shall include a core strategy which shows that the development objectives in the development plan are consistent, as far as practicable, with national and regional development objectives set out in the National Planning Framework and the regional spatial and economic strategy. The LAP is therefore required to be consistent with the Core Strategy of the County Development Plan which sets out a 9 year planning horizon for the County. The unit projection for Leixlip provides for the delivery of 3315 units over this planning horizon however the life of this LAP will run from 2020-2026 i.e. a six year period. In recognition of this, the actual delivery of the unit target of 3315 units may extend beyond the life of the plan up to 2029.

The LAP is underpinned by a vision statement as set out in **Section 3** (refer to Sub Section 3.1), which is intended to guide the future growth of Leixlip in a sustainable manner and in a way that reflects its status and location within the Dublin Metropolitan Area (DMA).

The draft RSES recognises that Leixlip, through its identification within a 'Strategic Development Corridor', will play a contributory role in supporting future residential and employment services for the DMA. Leixlip's position within the DMA is reflected within the Kildare County Development Plan 2017-2023 where a growth target of 3,315 units, 10.2% of the County's growth is set out for the Leixlip area.

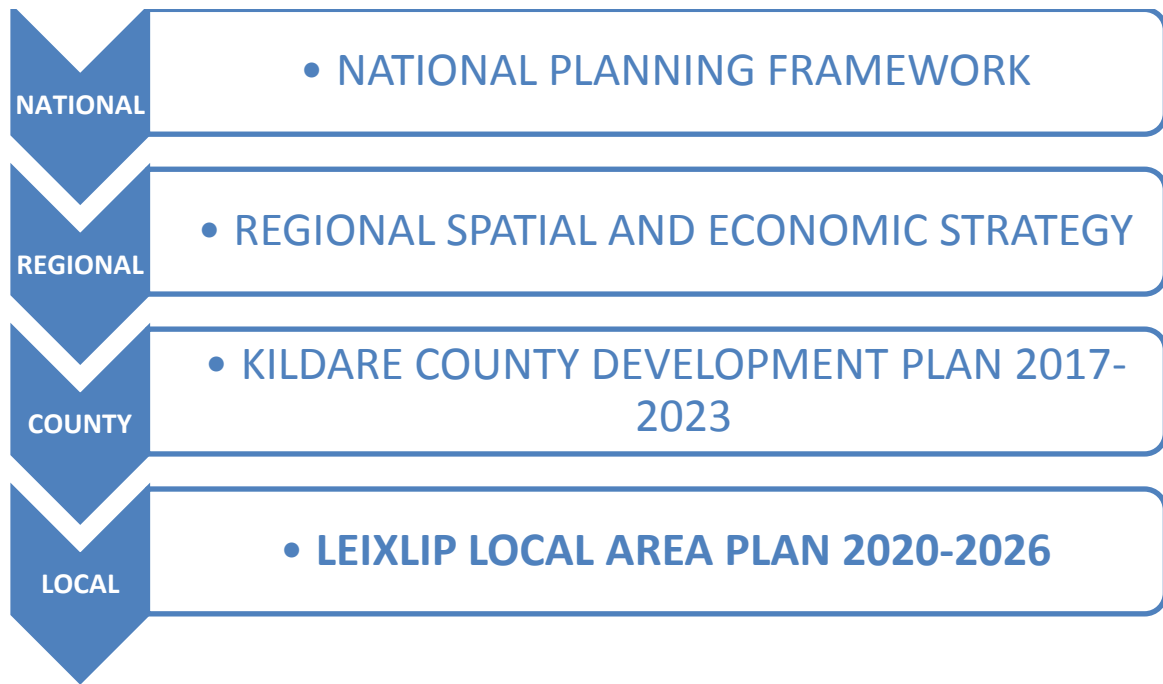


Figure 2-2 Hierarchy of Spatial Planning Policy

3 VISION FOR LEIXLIP

3.1 STRATEGIC VISION

This Local Area Plan (LAP) is underpinned by a strategic vision which is intended to guide the future growth of Leixlip in a sustainable manner, in a way that reflects the existing character and amenities of the area, the surrounding landscape, heritage and environment and improves the quality of life for the existing and future community.

The strategic vision is based on the role of Leixlip within the Metropolitan Area Strategic Plan (MASP) as set out in the draft Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region and the settlement strategy of the Kildare County Development Plan 2017-2023.

The vision for the LAP will ensure that growth planned for the town over the Plan period and beyond occurs in a sustainable and sequential manner, while prioritising a low carbon, compact, consolidated and connected pattern of development.

Vision

To develop Leixlip as a dynamic town in which to live, work and carry out business, supporting a living and working population in a sustainable and compact manner and to protect and maximise opportunities presented by the unique natural and built environment of the town:

3.2 DELIVERING THE STRATEGIC VISION

This vision is supported and consistent with the policies and provisions of:

- (i) The National Planning Framework and draft Regional Spatial and Economic Strategy, given its:
 - Strategic location within the identified Metropolitan Area;
 - Proximity to Louisa Bridge and Confey railway stations and the planned upgrade of the railway line forming part of the proposed DART expansion programme;
 - Ability to promote sustainable transport modes and connections both within the existing urban footprint, new neighbourhood and the wider north Kildare region;
 - Potential to deliver a long term strategy for the future phased growth of the area with the ability to cater for residential and employment growth; and
 - Ability to stimulate place based change in a phased manner commensurate with the enhancement of existing and provision of new community, education, sports and recreational facilities, maximising existing amenities such as the River Liffey, the Royal Canal and Greenway, Leixlip Spa, Leixlip Castle and St. Catherine's Park.

- (ii) The Kildare County Development Plan 2017-2023 where Leixlip is designated as a Large Growth Town capable of accommodating significant new residential and employment growth and forming a key component in the development of the North Kildare Digital economy.

The Local Area Plan and overall vision are also underpinned by a number of interlinked strategic objectives:

Strategic Objectives

It shall be the objective of the Plan:

- S1** To accommodate housing growth in Leixlip in accordance with the Kildare County Development Plan Core Strategy.
- S2** To protect and enhance, including through appropriate regeneration the quality, ambience and vitality of the traditional heart of Leixlip Town Centre in order to create a pleasant and attractive environment for local shopping, business, tourism, recreation and living needs alongside the enhancement and expansion of the neighbourhood centre offering in a manner capable of accommodating the projected future population.
- S3** To promote, support and enable sustainable economic development and employment generation in Leixlip consistent with its role in the hierarchy of employment set out in the Kildare County Development Plan 2017-2023 and optimising its strategic location along a key public transport corridor as identified in the Metropolitan Area Strategic Plan.
- S4** To deliver new residential development within Leixlip to support existing community infrastructure, recreation and amenity facilities and provide new facilities in tandem with opportunities for significant new housing.
- S5** To promote and facilitate a sustainable transport system for Leixlip that prioritises walking, cycling and public transport and provides an appropriate level of road infrastructure, road capacity and traffic management to support future development.
- S6** To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure.
- S7** To protect, conserve and manage the unique built heritage of the town and to encourage sensitive sustainable development so as to ensure its survival and maintenance for future generations.
- S8** To protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use.
- S9** To ensure that best practice urban design principles are applied to all new development, based on the principle that well planned and integrated development enhances the sustainability, attractiveness and quality of an area.
- S10** To phase new development to ensure that it occurs in an orderly and efficient manner in accordance with proper planning and sustainable development.

4 CORE STRATEGY

To accommodate 10.2% of Kildare’s target housing growth in Leixlip in accordance with the Kildare County Development Plan Core Strategy.

4.1 FUNCTION, POPULATION AND SCALE OF LEIXLIP

Leixlip is located within the DMA for which a Metropolitan Area Strategic Plan (MASP) has been prepared and which forms part of the RSES. The MASP seeks to ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin Metropolitan Area. The MASP focuses on a number of large strategic sites, based on key corridors (such as North Western Corridor which includes Leixlip) that will deliver significant development in an integrated and sustainable fashion.

The growth target for Leixlip is set out in the Settlement Hierarchy of the Kildare County Development Plan 2017-2023 (CDP) in Section 2 ‘Core Strategy’ and Section 3 ‘Settlement Strategy’. The Strategy allocates 10.2% of Kildare’s housing growth to Leixlip over the period 2017-2023. Table 3.3 of the CDP identifies a dwelling target of 3,315 no. units for Leixlip over the plan period.

The 2023 population projection figure for Leixlip (of 19,794) is extrapolated from the County Development Plan (**Table 3.3** refers), and is based on Regional Planning Guidelines (RPG) assumptions of housing vacancy and household occupancy². The household occupancy rate in the 2016 Census (2.78 for Kildare) is higher than the RPG and the County Development Plan assumptions. The housing projections could therefore accommodate a greater population than assumed in the CDP Settlement Strategy. Based on CSO data, the dwellings forecast for Leixlip, could result in a total population of 23,433 people³.

Since the Census in 2016 it is estimated that 148 units⁴ have been constructed or are substantially complete in Leixlip. In March 2019 there are extant permissions for a further 569 units within the LAP area. Subtracting these units from the required 3,315 units gives a total housing requirement of 2,598 units.

Taking into consideration the limited level of growth since the Census in 2016 alongside the inbuilt headroom from the County Development Plan it is considered practical that this Local Area Plan would provide for a 6 year timeframe up to 2025 i.e a 9 year horizon since the Census in 2016.

4.2 RESIDENTIAL CAPACITY

In addition to lands zoned ‘Town Centre’; lands with extant permissions; and a number of infill opportunity sites, this LAP identifies approximately 42.53 hectares for new residential zoned land located adjacent to established residential areas (refer to **Section 12** for information on Key Development Areas (KDAs)). In addition, c.32.1ha of land has been identified within Confey for mixed use and residential development to cater for future requirements.

² Household a vacancy rate of 6.5 percent and household occupancy of 2.4.

³ Applying a vacancy rate of 5.9% to the total number of units, and a household occupancy rate of 2.78 (based on Census 2016 data for County Kildare).

⁴ Survey March 2019.

The lands at Confey comprise of a flat and rural landscape located to the north of Leixlip and are also strategically located c. 1km to the north of Leixlip Town Centre and adjacent to Confey Railway Station. The residential development capacity of the Confey lands is c. 1,340 units. The delivery of new dwellings on these lands will be carried out in accordance with the Confey Urban Design Framework (UDF) as detailed in **Section 12** of this Plan. The Confey UDF sets out a detailed framework for a phased programme of development which includes the timely provision of the necessary physical, social environmental and economic infrastructure.

As required in Appendix 3 of the National Planning Framework, a Sustainable Planning and Infrastructural Assessment was undertaken to assess the suitability of lands for future development. This assessment (which accompanies the Plan) provides a weighting of potential sites for future development on the basis of sustainable planning and serviceability/infrastructural grounds. This assessment assists in the designation of lands as either Tier 1 lands or Tier 2 lands and identifies the likely development services required to support new development. An indicative timeframe for delivery of critical infrastructure i.e. short, medium term or long term is also provided.

A summary of residential capacity of identified sites and the Tier assigned to these sites (arising from the Sustainable Planning and Infrastructural Assessment) is set out in **Table 4-1** below.

Table 4-1 Residential Unit Assessment

Location of Development	Quantum of Undeveloped Residential Land (hectares approx.)	Estimated Residential Capacity (approx. no. of Units)	Density Range* (units per hectare)	Tier
Infill Development				
Town Centre Infill	-	256	35-50	1
Easton Gateway Lands	1.17	41	35	1
Easton	8.5	200 (Permitted Under Construction)	-	1
Key Development Areas				
KDA - The Wonderful Barn	13.2	450 (Permitted)	35	1
KDA - Leixlip Gate	9.23	323	35	2
KDA – Celbridge Road East	10.1	355	35	1
KDA - Black Avenue	10	350	35	2
Sub Total	52.2	1975	35	
Urban Design Framework Lands at Confey (Mixed Use/Residential)	30	1340	Range 35-50	2
Sub Total		1340		
TOTAL	82.2	3315		

**Figures stated represent an estimate only. The density of development and number of units permissible will be determined at detailed design stage based on a full assessment of site characteristics and local sensitivities.*

4.3 COMPLIANCE WITH THE CORE STRATEGY

To ensure continued compliance with the Core Strategy and associated housing target for Leixlip it will be necessary to monitor the number of residential units permitted and developed on an annual basis.

4.4 ECONOMIC, RETAIL AND SOCIAL INFRASTRUCTURE CAPACITY

In accordance with the provisions set out in Section 4.1 above which identify that the Core Strategy housing unit growth allocations have the potential to accommodate a greater population than estimated (i.e. ranging from 19,794 to 24,433 people), this plan sets out to make provisions for a commensurate level of economic, retail and social infrastructure delivery.

EMPLOYMENT

The LAP supports significant business and technology development in Leixlip to drive regional growth consistent with its designation as a Strategic Development Area as identified in the draft Regional Spatial and Economic Strategy. In accordance with the provisions of the County Development Plan the LAP promotes land at Collinstown as a strategic location for a future Business Campus with Business and Technology uses to be developed subject to the Design Guidance and Principles set out for these lands in **Section 12**.

RETAIL

The policies and objectives of this LAP seek to strengthen the established retail function of Leixlip through a combination of redevelopment of appropriate infill and opportunity sites in the town centre, expansion opportunities at existing neighbourhood centres alongside the development of a new neighbourhood centre forming part of the UDF lands at Confey and within the strategic employment lands at Collinstown.

SOCIAL INFRASTRUCTURE

A key component of this LAP is the provision of adequate social infrastructure to accommodate the projected level of growth within the plan area. In this regard a Social Infrastructure Audit has been carried out to identify any existing shortfalls and ensure adequate provision is made for such infrastructure to meet the future needs of the plan area. Following the findings of this Audit objectives have been set out in this Plan to support the delivery of such infrastructure in tandem with the development of new housing and employment lands.

The findings of these studies and assessments has informed the requirements for the future development of Leixlip including the phasing approach for the development of lands at Confey and the identified strategic employment lands at Collinstown.

4.5 ENVIRONMENT AND HERITAGE PROTECTION

The environmental sensitivities of the county identified in the Strategic Environmental Assessment (SEA) process for the Kildare County Development Plan 2017 – 2023 have informed the Core Strategy and the role it identifies for Leixlip. The LAP responds to environmental factors including wastewater infrastructure constraints, areas at risk of flooding etc. It also acknowledges the importance of built and natural heritage as an environmental and economic (including tourism) resource and includes significant objectives for its conservation and enhancement. The Plan has also been subject to and informed by a Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA).

4.6 FUTURE DEVELOPMENT PRIORITIES

The LAP has been prepared in the context of a longer term vision for Leixlip. The LAP identifies Key Development Areas (KDAs) and strategic lands at Confey to accommodate growth during the early Plan period. Consolidation and infill development will also be promoted on appropriately zoned land within the plan area, in accordance with the policies and objectives of the Plan.

Policy CS1 – Core Strategy

CS1 *It is the policy of the Council to support the sustainable long-term growth of Leixlip in accordance with the Core Strategy of the Kildare County Development Plan 2017-2023, the provisions of the National Planning Framework 2018 and the draft Regional Spatial and Economic Strategy.*

Objectives

It shall be the objective of the Plan:

- CS1.1** To support and facilitate compact growth through the sustainable intensification and consolidation of the town centre and established residential areas.
- CS1.2** To focus new residential development on appropriately zoned lands at Confey, Key Development Areas and appropriate infill sites in a phased manner alongside appropriate physical and social infrastructure.
- CS1.3** To support and facilitate development in accordance with the objectives set out in Section 12.8 of this Local Area Plan.
- CS1.4** To promote and support the development of an enterprise and employment campus at Collinstown, Leixlip in accordance with the Design Guidance and Principles for these lands.
- CS1.5** To support and facilitate development on zoned land based on the policies and objectives of the Kildare Development Plan 2017 – 2023.

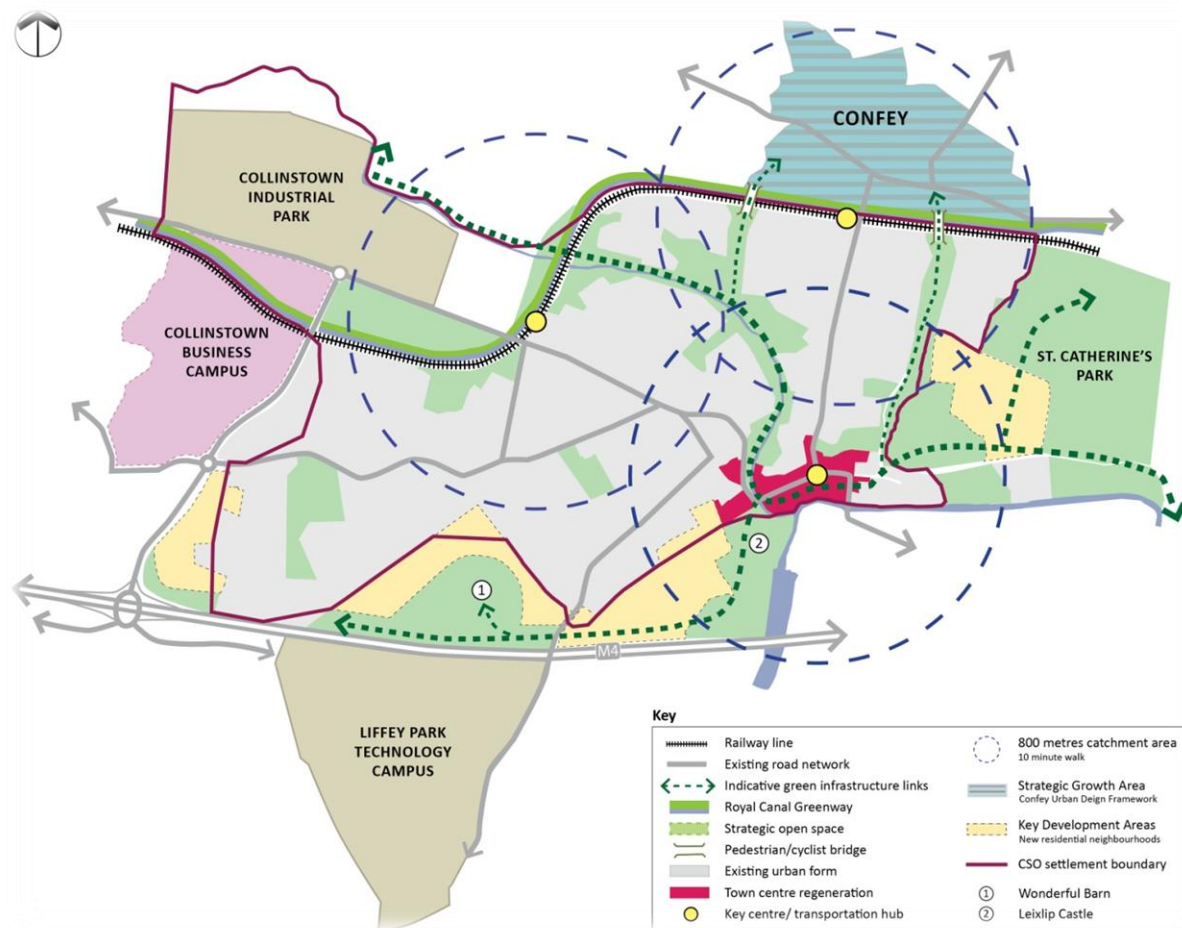


Figure 4-1 Core Strategy Concept Map

5 URBAN CENTRE & RETAILING

To protect and enhance, including through appropriate regeneration the quality, ambience and vitality of the traditional heart of Leixlip Town Centre in order to create a pleasant and attractive environment for local shopping, business, tourism, recreation and living needs alongside the enhancement and expansion of the neighbourhood centre offering in a manner capable of accommodating the projected future population.

5.1 TOWN CENTRE

Main Street is identified as Leixlip's core retail area. It offers a range of convenience and comparison stores, pharmacies, restaurants, a hotel and public houses which create an ambience that attracts both locals and visitors. A number of residential properties are also located in the town centre which helps retain a living centre.

A number of shop units are currently vacant. Limited parking and congestion are also issues that deter the town centre from maximising its potential.

Policy UCR1 - Town Centre

UCR1 *It is the policy of the Council to protect the visual character, cultural heritage, ambience and vitality of the traditional heart of the town centre in order to meet the retailing and service needs of the area, in addition to offering a pleasant and attractive environment for shopping, business, tourism, recreation and living.*

Objectives

It shall be an objective of the Council:

UCR1.1 To promote the town centre as a priority location for commercial, civic, social and cultural development and to promote new development that consolidates the existing urban core.

UCR1.2 To improve the quality, ambience, vitality and vibrancy of the town centre, including:

- (i) Promoting an appropriate mix of day and night time uses.
- (ii) Facilitating development which will ensure that the town centre remains a dynamic and attractive place.

UCR1.3 To encourage and facilitate the full use of buildings and sites and in particular the use of upper floors and back lands, with due cognisance to quality of urban design, integration and linkage.

UCR1.4 To improve the accessibility of the town centre with particular emphasis on creating an environment that is accessible and safe for pedestrians and cyclists.

Actions

- To work with relevant agencies and stakeholders to undertake a retail health check survey in the town centre and identify actions to support town centre regeneration.

In order to reinforce the town centre as a viable and vibrant retail centre, Main Street should be retained as the centre of commercial activity in Leixlip that delivers a range of services and functions. The core area should consist of a mix of commercial units, coffee shops, restaurants, retail

services, offices and residential uses. An attractive urban environment is also critical to attract new business.

To facilitate the enhancement and consolidation of the traditional heart of Leixlip, this LAP identifies a key opportunity/regeneration site to the north of Main Street capable of creating a new street with a mix of uses and pedestrian connections whilst also providing for additional parking within the town centre. In addition further enhancement measures are identified to improve the public realm and create a more attractive town centre environment.

5.2 RETAILING

5.2.1 The Retail Offering

The Core Retail Area as defined by the Kildare County Development Plan 2017-2023 (CDP) is focused along Main Street, in a linear pattern. (**Figure 5-1** refers).



Figure 5-1 Leixlip Core Retail Area

The analysis carried out on trading retail floorspace in 2016 for the preparation of the CDP concluded that Leixlip provided a relatively low level of convenience and comparison retailing compared to the existing population. **Table 5-1** refers. This level of retail offer can be attributed to the town's restricted Main Street alongside its close proximity to retail centres in Maynooth, Liffey Valley and Blanchardstown.

The draft Regional Spatial and Economic Strategy (RSES) for the Mid East region identifies Leixlip as a Level 3 key service centre. Leixlip is also identified as a level 3 key service centre in the CDP where reference is made to the relatively limited potential for expansion of Leixlip town centre's retail offer.

Table 5-1 Leixlip Net Retail Floorspace Trading in 2016 (sq m)

Convenience	Comparison	Retail Warehousing	Total	Ranking
3,453	1,913	400	5766	8

(Source: Kildare County Development Plan 2017 – 2023)

At present retailing is concentrated along Main Street with a number of neighbourhood centres located at Easton, Celbridge Road, Louisa Bridge (Lidl) and Riverforest Park. While the recent Aldi development on the site of the former Ryevale Tavern adjoining the edge of the Core Retail Area has increased the convenience retail offer (c. 1,254sqm) in the plan area, there still remains a significant shortfall⁵ in convenience and comparison retail floor space per head of population. Having regard to the population projection for Leixlip, it is considered necessary to facilitate an increase in both the convenience and comparison retail offering.

The LAP anticipates that new retail provision in Leixlip will be achieved through a combination of the redevelopment of appropriate infill and opportunity/regeneration sites in the town centre, expansion opportunities at existing neighbourhood centres and the provision of a new neighbourhood centre/retail offering at Confey and a neighbourhood centre at the Collinstown Business Campus. Confey neighbourhood centre and retail offering should be provided in tandem with new housing at a scale appropriate to meeting the regular convenience and lower order comparison shopping needs of the new neighbourhood through appropriate phasing. The neighbourhood centre at Collinstown should be delivered in tandem with the development of employment lands for employment use. For further details please refer to **Section 12**.

Policy UCR2 - Retailing

UCR2 *It is the policy of the Council to support the retail function of Leixlip through a combination of redevelopment of appropriate infill and opportunity sites in the town centre, expansion opportunities at existing neighbourhood centres in conjunction with the development of new neighbourhood centres at Confey and Collinstown.*

Objectives

It shall be an objective of the Council:

- UCR2.1** To ensure the type, quantum and location of future retail floorspace provision in Leixlip is consistent with the requirements and recommendations of the County Development Plan, relevant regional policy frameworks and national planning guidelines.
- UCR2.2** To support and facilitate the development of retail, retail services and niche retailing in the town centre area, including new/infill development and redevelopment of an appropriate scale.
- UCR2.3** To support and facilitate appropriate levels of expansion to the established retail neighbourhood centres.

⁵ The population of Leixlip 2016 makes the LAP area the fourth most populated settlement within County Kildare, however table 9.1 'Net Retail Floorspace Trading 2016' of the CDP ranks the towns retail provision in 8th place with a provision of 5,766sqm of retail floor space. When compared to the existing population this indicates that there is a need to increase the retail offer within the LAP area.

UCR2.4	To support the development of new local retail facilities in conjunction with the development of a new residential area at Confey north of the railway line in accordance with design principles set out in the Confey Urban Design Framework.
UCR2.5	To support the development of a new local neighbourhood centre within the Collinstown Business Campus. The provision of this proposed neighbourhood centre will only be permitted once c. 30% of the overall campus has been developed and occupied. The provision of such services shall be required once 50% of the overall site has been developed.
UCR2.6	To protect the primacy of the town centre as the core retail area in Leixlip, through the application of a sequential approach to retail development, in accordance with the Retail Planning Guidelines for Planning Authorities, DECLG (2012).
UCR2.7	To encourage and facilitate the reuse and regeneration of derelict land and buildings for retail and other town centre uses, with due cognisance of the character, heritage and design requirements for the Architectural Conservation Area (ACA).
UCR2.8	To support the development of retail-led tourism associated with the natural and built heritage assets of Leixlip.

5.3 TOWN CENTRE REGENERATION

In order to enhance the town centre of Leixlip a key opportunity exists to 1) improve the capacity of the retail offer 2) increase the resident population and 3) enhance the public realm of the town centre. For these reasons, the town centre has been designated as a regeneration area. (**Figure 5-2** refers)

The town centre regeneration area provides significant potential to facilitate the achievement of a number of the objectives detailed above (i.e UCR2.1, 2.2, 2.6 and 2.7) and could collectively increase the vibrancy, viability and cohesiveness of the town core in a manner capable of meeting the needs of the projected population within the plan area.

Town Centre Regeneration It shall be an objective of the Council:

TCR 1	To facilitate and progress the regeneration of the town centre through 'Active Land Management' measures set out under the Urban Regeneration and Housing Act 2015 and the Derelict Sites Act 1990 (as amended).
TCR 2	To progress the regeneration of suitable town centre lands in a co-ordinated manner which respects and enhances existing uses along Main Street through the identification of key regeneration sites.

5.3.1 North Main Street Backlands Regeneration

This area comprises a number of backland landholdings which collectively have capacity to create a new street and connect Main Street to the north through a new pedestrian/cycle route extending in an east/west and north/south direction connecting Main Street, Captains Hill and lands south of St. Mary's Park. The overall combined site area measures c. 1ha. (**Figure 5-2** refers).

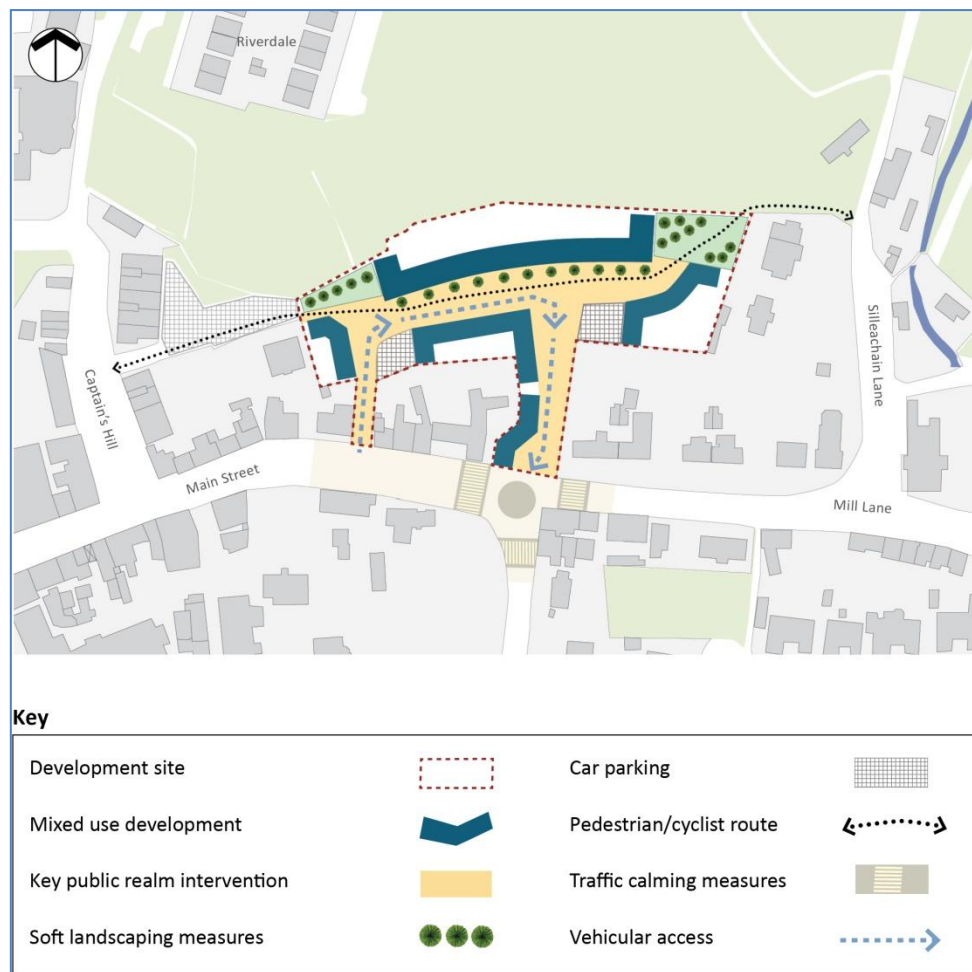


Figure 5-2 Main Street Backlands Regeneration Site

Main Street Backlands Regeneration Objectives

It shall be an objective of the Council:

- REG 1.1** To facilitate the redevelopment of North Main Street Backlands in a co-ordinated manner which facilitates a mix of residential/retail and commercial uses. The development of the site shall be subject to an agreed action plan with the planning authority for the entire site and will be carried out in a phased manner.
- REG 1.2** To support the provision of an entrance and egress onto Main Street via the new street which shall be subject to agreement with the Planning and Transportation Sections of Kildare County Council and shall include improvement measures along the R148 and at the R148 Junction at Mill Lane.
- REG 1.3** The new street design shall provide pedestrian and cycle permeability through the site connecting to the main street to the south, to the west at Captains Hill and north towards St. Mary's Park.
- REG 1.4** The design of new buildings and land uses within this regeneration site shall be sympathetic to the existing adjoining properties while also being orientated in a manner that provides passive surveillance of the proposed new street and pedestrian/cycle connections through the site.

REG 1.5 The overall development shall provide for adequate parking provision for the various uses proposed within the site in accordance with the Car Parking Standards of the Kildare County Development Plan 2017-2023. The site shall also provide for sufficient lands for a new public town centre car park.

5.4 TOWN CENTRE PUBLIC REALM

The town centre of Leixlip retains much of its Georgian character and includes a range of shops and services which create an ambience that attracts both locals and visitors. This built heritage has the potential to attract visitors to the area; however, traffic volumes on Main Street and a cluttered public realm work against a coherent local identity.

The best public spaces have nodes of activity. To the south of Main Street, the LAP includes a proposal to better engage with the River Liffey by developing a central hub/node at Arthur Guinness Square and incorporating the sculpture space on Main Street, objective UCR3.5 and **Figure 5-3** refers. By promoting a multi-use environment for Arthur Guinness Square it can offer a zone for pop-up venues and gatherings whilst still operating as a car-park.

Linkages between the River Liffey and Main Street could be greatly improved. This particular setting has a high scenic quality, made particularly attractive by the confluence of the Liffey and the Rye and the Leixlip Boat House, which is a focal point. It is proposed to extend the riverside walk along the northern bank of the River Liffey from William Roantree Park to the Liffey Bridge.

In addition, a series of incremental measures to improve access, pedestrian and cyclist priority, shopfront design and signage and the public realm generally, will also yield significant improvements overtime and create a more coherent sense of place.

Policy UCR3 – Public Realm

UCR3 *It is the policy of the Council to actively encourage, support and facilitate environmental and public realm improvements in Leixlip to address environmental quality, urban design, safety, identity and traffic impact.*

Objectives

It shall be an objective of the Council:

- UCR3.1** To ensure that all new development in the town centre contributes positively to and enhances the streetscape and public realm of Leixlip.
- UCR3.2** To actively engage with the community, developers and other agencies to secure resources for the enhancement, renewal and regeneration of the public realm in Leixlip.
- UCR3.3** To reduce the use of line-marking and signage on Main Street.
- UCR3.4** To develop a multi use central hub/node at Arthur Guinness Square and strengthen the connection between Main Street and River Liffey.
- UCR3.5** To facilitate the extension, where appropriate, of the riverside walk along the northern bank of the River Liffey from William Roantree Park to Liffey Bridge.

- UCR3.6** To facilitate the redevelopment of Ralph’s Square and strengthen the connection between Main Street and the River Liffey.
- UCR3.7** To encourage incidental play at suitable locations along the River Liffey walkway; opportunities may be possible within the riverside woodland adjacent Rye River Mall and at the riverside amenity William Roantree Park.
- UCR3.8** To investigate options to connect the Rye River Walkway to Main Street, including the possibility of re-opening closed archways off Main Street.

5.5 PUBLIC REALM IMPROVEMENTS

The LAP includes a number of policy objectives for public realm improvements in Leixlip Town Centre. **Figure 5-3** provides an indicative framework for three improvements. These would need to be progressed having regard to the necessary approval requirements and processes.

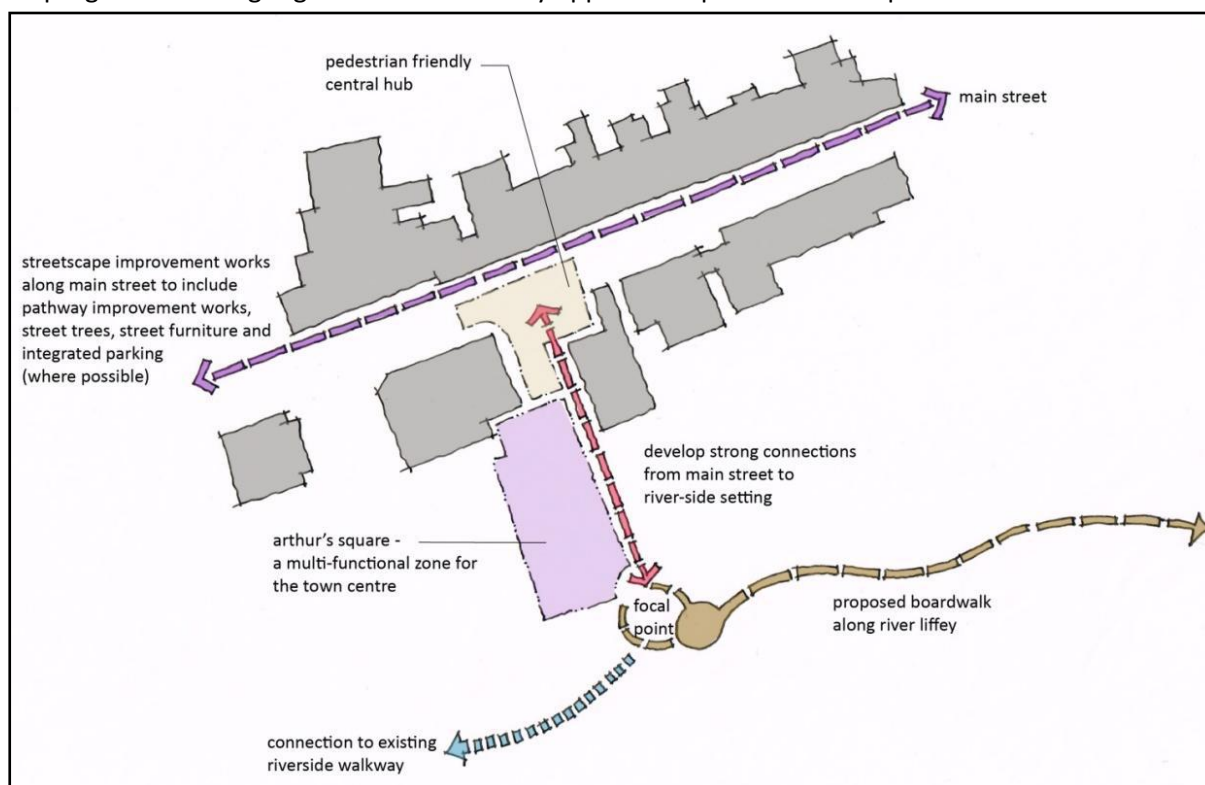


Figure 5-3 Framework for Proposed Public Realm Improvements in Leixlip

5.5.1 Public Realm Objective 1: Arthur Guinness Square

It is proposed to improve the connection between the town centre and the River Liffey by developing a central hub/node at Arthur Guinness Square. By promoting a multi-use environment at this location it can offer a zone for pop-up venues and gatherings whilst still operating as a car-park. As the river walkway and Arthur Guinness Square is somewhat disjointed from the Main Street, the design proposal for Arthur Guinness Square seeks to encourage and strengthen this important pedestrian link.

Objective 1 may be achieved through:

- A carefully designed approach to external ground plans to encourage and regularise a range of multi-use zones; which shall include pedestrian linkages (to/from the town centre connecting to Arthur Guinness Square), car-parking and/or market stalls, stage etc for occasional events.
- A strong, safe and well demarcated pedestrian link from Main Street to Arthur Guinness Square
- Encouraging link between the Main Street and the river setting. **Figure 5-4** illustrates the potential of Arthur Guinness Square.



Figure 5-4 Arthur Guinness Square – Indicative Public Realm Improvement No. 1

5.5.2 Public Realm Objective 2: Riverside Walkway

The setting of Leixlip Town Centre brings a high scenic quality, made particularly attractive by the confluence of the River Liffey and the Rye River and the Leixlip Boat House which is a focal point behind Arthur Guinness Square.

There is an opportunity to extend the riverside walkway along the northern bank of the River Liffey from William Roantree Park to the Liffey Bridge opening up the river to both Arthur Guinness Square and William Roantree Park.

The practicalities of linking Liffey Bridge to the riverside walkway may be further explored to ensure a circuitous pedestrian link which would offer a strong amenity to the town centre.

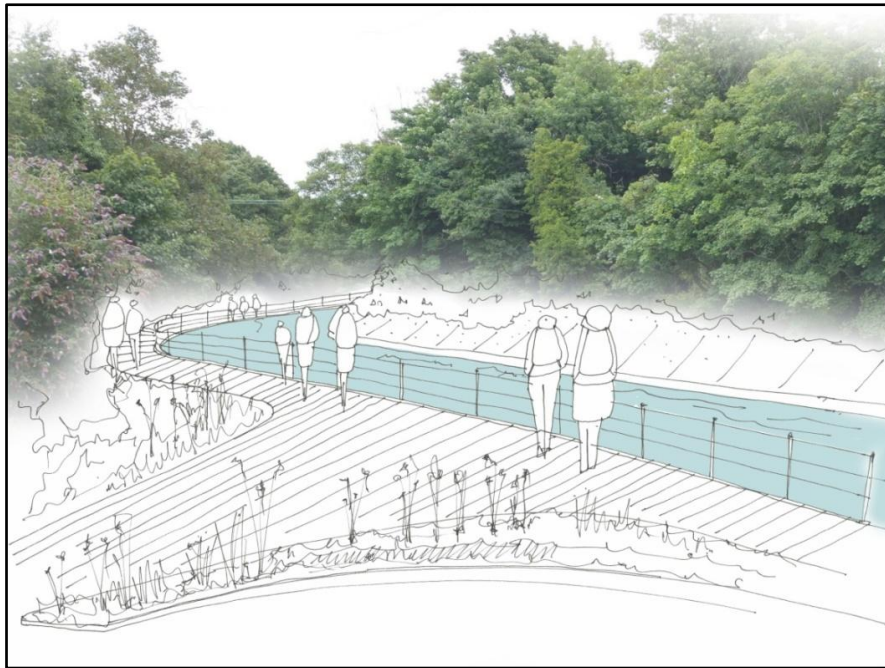


Figure 5-5 Riverside Boardwalk Public — Indicative Public Realm Improvement No. 2

Objective 2 may be achieved through:

- Investigating opportunities for the development of a sensitively designed walkway along the river edge providing a greater visual connection to the river whilst offering screening to the man-made concrete features present along the river bank.
- The sensitive design of the walkway in order to minimise impacts on habitats and protected species and should allow access for all. Any walkway design shall have regard to the guidelines and principles outlined in the ‘Planning for Watercourse in the Urban Environment’.⁶

5.5.3 Public Realm Objective 3: Ralph’s Square

Ralph’s Square is a small square opposite Captain’s Hill which has the potential to link the Main Street to the River Liffey riverside. While the area is too small to form a square of civic proportions it does have the potential to create a very attractive space due to its narrow entrance and the small scale of the surrounding development.

There are a number of existing commercial uses located along the square which attract vehicular traffic reducing the potential to create a pedestrian centre. In addition, to the south of the square which opens onto the River Liffey walkway, there are a number of derelict properties. The regeneration of this area has the potential to attract enterprises which stimulate pedestrian movements though this space connecting Main Street to the River Liffey.

Objective 3 may be achieved through:

- Upgrades to building facades, where appropriate, within Ralph Square;
- The provision of soft landscaping to enclose the square and provide relief from hard urban materials;

⁶ Shannon Regional Fisheries Board (SRFB) (2011) ‘Planning for watercourses in the urban environment’.

- A focus on pedestrian access (to/from the town centre to Ralph Square) and active uses to encourage a vibrant atmosphere;
- The removal of parking and resurfacing the square with natural stone or paving;
- The refurbishment and reoccupation of units south of the square for active uses and over the shop living;
- The provision of a focal entrance to the proposed riverside walkway; and



Figure 5-6 Ralphs Square – Indicative Public Realm Improvement No. 3

5.5.4 Public Realm Objective 4: Main Street

A range of streetscape improvements, combined with investment in the upgrade and regeneration of existing properties and commercial premises, extending to appropriate infill developments, will significantly enhance Main Street.

6 ENTERPRISE, ECONOMIC DEVELOPMENT AND TOURISM

To promote, support and enable sustainable economic development and employment generation in Leixlip consistent with its role in the hierarchy of employment set out in the Kildare County Development Plan 2017-2023 and optimising its strategic location along a key public transport corridor as identified in the Metropolitan Area Strategic Plan.

6.1 CONTEXT

The National Planning Framework (NPF) sets out the development of a strong economy supported by enterprise, innovation and skills as a National Strategic Outcome that will depend on creating places that foster enterprise and innovation and attract investment and talent. The NPF state that this can be achieved by building regional economic drivers. The key challenge for Leixlip is in ensuring that the conditions for the creation of enterprise and innovation are embraced and developed. The NPF together with the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands region place an increased emphasis on compact, smart, sustainable and inclusive economic growth.

The MASP which forms part of the RSES for the Eastern and Midlands region sets out a 12 year strategic planning and investment framework for the Dublin Metropolitan Area and identifies lands at Collinstown and the Hewlett Packard site as being Strategic Employment Development lands within the North Western Corridor – identified as a key public transport corridor.

The Kildare County Development Plan 2017-2023 (CDP) contains an Economic Development Strategy for the county. The strategy identifies Leixlip together with Maynooth, Celbridge and Kilcock as forming part of a Primary Economic Growth Cluster to be developed in a mutually dependent way to realise economies of scale and thereby improve competitiveness, drive innovation and stimulate new businesses in North Kildare. This knowledge based economy, focusing on high-tech/biotechnology, research and development, information and communications technology, and manufacturing is identified as a sectoral strength for North Kildare.

6.1.1 Employment Profile

The economic profile of Leixlip reflects its locational strengths such as high quality connections to Dublin City Centre and the established synergies between major employers and the educational sector.

The number of workers resident within Leixlip Electoral District (ED) was 7,168 in 2016. Of the 7,168 workers, 3,546 travel to work within Dublin City and suburbs. 2016 Census data also indicates that the number of people at work within Leixlip is 8,500. It is evident therefore that Leixlip is both an importer and exporter of workers. The most popular means of travelling to work by those living in Leixlip was by car with this mode accounting for 59% of all journeys. The average journey time was 32 minutes and 39.7% of workers faced a commuting time in excess of 30 minutes⁷.

⁷ CSO census 2016

6.2 LEIXLIP ECONOMIC DEVELOPMENT STRATEGY

This LAP supports significant business/technology development in Leixlip to drive regional growth in accordance with the Regional Spatial and Economic Strategy (RSES) and the Kildare County Development Plan 2017-2023 (CDP).

6.2.1 Supporting Employment Growth

Leixlip contains two existing large scale employment campuses at Collinstown and Barnhall. Intel occupies the campus at Collinstown, employing circa. 4,500 people. This multinational company engages in continuous estate management including reconfiguration and repurposing of existing buildings on site, upgrading of site infrastructure and new build if/as required. This LAP supports the on-going operations of this significant industry and also supports further appropriate levels of development and reconfiguration at the Intel Business Campus during the lifetime of this LAP.

The Barnhall site comprises the Hewlett Packard (HP) site which is now occupied by a number of small and medium enterprises. Given the size and scale of the former HP campus it is an objective of the Council to work with local and national agencies to ensure the site can be redeveloped in an appropriate manner and remain a key employment hub for Leixlip and the Dublin Metropolitan Area.

All future development proposals on these existing strategic employment lands will be required to take full account of the sensitivities of the receiving environment including the conservation objectives of any European sites' and Intel's designation as a Seveso site.

6.2.2 Availability of Zoned Land

It is an objective of the CDP to develop North Kildare as a digital hub. The CDP identifies sectoral strengths for the metropolitan towns of Maynooth and Leixlip (including Collinstown) supported by Celbridge and Kilcock to further develop North Kildare as a knowledge based economy focusing on high-tech/biotechnology research and the development ICT and Manufacturing.

Objective E04 of the CDP sets out a number of aims to support the development of North Kildare as a digital economy, including:

“Developing Collinstown as an employment hub in northeast Kildare and ensuring that sufficient lands are zoned for enterprise and employment uses in [the County Development Plan and] Local Area Plans. It is therefore imperative that sufficient and suitable zoned land to facilitate regional scale employment development in Leixlip is provided for within the Local Area Plan.”

The lands at Collinstown are strategically located in the context of North Kildare at a location which is highly accessible in the context of the strategic road and rail networks, and has the potential to facilitate a critical mass of higher grade business and technology uses at this prominent location. The lands are also well positioned within an established digital cluster between the Intel and former HP campuses and close to Maynooth University. The Kildare CDP and this LAP therefore promote

Collinstown for Business and Technology use, to be developed in accordance with the ‘Design Guidance and Principles’ for these lands detailed in **Section 12**.

6.2.3 Small-medium Enterprise (SME) Development

The development of small-medium scale commercial enterprises with long-term employment potential is also important to the future development of Leixlip and north east Kildare. It is important therefore that the development of Collinstown will provide a range of unit sizes to meet differing enterprise needs.

Policy EDT1 – Enterprise and Economic Development

EDT1 *It is the policy of the Council to support the development of Leixlip as an enterprise and employment hub forming part of the north east Kildare employment cluster.*

Objectives

It shall be an objective of the Council:

- EDT1.1** To promote enterprise and employment development at Collinstown, focusing on the high tech, bio tech, research and development, ICT and manufacturing sectors.
- EDT1.2** To promote the provision of incubator enterprise units suitable for SMEs and start-up companies at Collinstown to offer opportunities associated with clustering and networking.
- EDT1.3** To facilitate the expansion of industries in Leixlip, taking full account of the obligations of the European Directives and the sensitivities of the receiving environment including ensuring that proposals for development that could potentially affect the integrity of the Natura 2000 network will only be approved if it can be ascertained, by means of an Appropriate Assessment or other ecological assessment, that the integrity of these sites will not be adversely affected.
- EDT1.4** To comply with the SEVESO III Directive to reduce the risk of accidents at SEVESO sites in Leixlip and the surrounding areas.
- EDT1.5** To have regard to the following in assessing applications for developments (including extensions) in the vicinity of the Intel Seveso site:
 - a) Major Accidents Directive (Seveso III– Directive(2012/18/EU)
 - b) The potential effects on public health and safety.
 - c) The need to ensure adequate distances between such developments and residential areas, areas of public use and any areas of sensitivity.
 - d) The advice of the Health and Safety Authority.

6.3 NON-CONFORMING USES

There are a number of non-conforming uses within the LAP area. The expansion of existing small commercial / employment uses will be permitted in principle where such use contributes to the economic and social well-being of the area as a whole and do not inhibit the development of adjoining lands in conformance with the land use zoning objective. Where the continued expansion or operation of such uses is incompatible with the predominant land use zoning of the area, they will be encouraged to relocate to more suitably zoned land.

Policy EDT2 – Non Conforming Uses

EDT2 *It is the policy of the Council, where commercial and industrial enterprises exist as non-conforming but long established uses, to support their continued operation and reasonable expansion, save where such a use would impact negatively on the economic and social wellbeing of the area and inhibit development that is in conformance with the land use zoning objective.*

Objectives

It shall be an objective of the Council:

- EDT2.1** To support the continued operation and reasonable expansion of existing non-conforming uses, provided they do not:
- Result in loss of amenity to adjoining properties;
 - Cause adverse impact on the environment;
 - Cause adverse impact on the visual amenity or character of the area, or
 - Inhibit the development of adjoining land in conformance with its land use zoning objective.

6.4 TOURISM

Leixlip offers a range of attractions to both overseas and domestic visitors. The Council will seek to support and promote tourism opportunities during the lifetime of the LAP as it is acknowledged that tourism is a key contributor to economic growth.

The Council will also seek to protect and preserve key natural and built assets in Leixlip and work with Fáilte Ireland, other government and local bodies to ensure the sustainable development of the tourism industry within Leixlip having regard to the impact of tourism on the environment and on local communities.

The River Liffey, Rye River and the Royal Canal present opportunities to develop tourism facilities which will deliver social, health, economic and environmental benefits to both overseas and home visitors. The Royal Canal in particular, with its designation as Euro Velo Route 2 forms part of a Pan-European walking and cycling route, linking Galway to Moscow, offers significant opportunities for future growth in tourism.



Cultural heritage offers a specific attraction to many visitors to the Leixlip area. The Wonderful Barn, Leixlip Castle and Leixlip Spa in particular present opportunities to attract tourists to Leixlip. Together with its links to Castletown House in Celbridge, Leixlip offers the opportunity for visitors to visit a cluster of attractions in the area. A successful example of this is Arthur's Way - a 16km heritage trail across northeast County Kildare that follows in the footsteps of Arthur Guinness. It links many of the historic sites associated with the Guinness family. Leixlip is included along the route as it is the site of Guinness' first brewery.

Policy EDT3 - Tourism

EDT3 *It is the policy of the Council to support and facilitate existing amenities and the development of sustainable tourism infrastructure, attractions, activities and facilities in Leixlip.*

Objectives

It shall be an objective of the Council:

- EDT3.1** To identify opportunities to improve the tourist product in Leixlip, including an information/tourist office, and to co-operate with the appropriate statutory agencies, private tourism sector and community groups.
- EDT3.2** To support and facilitate the development of an integrated network of Greenways and Heritage Trails, including blueways/water trails where appropriate, along the River Liffey, River Rye and Royal Canal corridors and to Castletown/Celbridge.
- EDT3.3** To support the future development of the Royal Canal Greenway as part of the Euro Velo Route 2 Pan-European walking and cycling route.
- EDT3.4** To encourage the development of tourism activities such as waterways activities, agri-tourism, green/ecotourism, niche retailing, food markets, local and other craft type activities so as to diversify the tourism product in Leixlip.
- EDT3.5** To facilitate the provision of standardised signage and interpretation for facilities and attractions throughout the town.
- EDT3.6** To support the development of new tourist facilities or upgrading/extension of existing tourist facilities.
- EDT3.7** To work with Waterways Ireland and the ESB in supporting the development of angling and canoeing/kayaking infrastructure and facilities for tourism in proximity to appropriate water courses or water bodies, subject to an appropriate scale of development having regard to the environmental conditions and sensitivities, scenic amenity and availability of services.
- EDT3.8** To support development of linkages between the historical demesne lands within and around the town to promote amenity linkage.
- EDT3.9** To support the development of a heritage trail through the town, linking the town centre to The Wonderful Barn, Castletown House and other historical demesne lands within and around the town.
- EDT3.10** To promote The Wonderful Barn as an integrated tourism and amenity destination with complementary commercial uses to be informed by a detailed conservation and management plan.
- EDT3.11** To support and encourage further appropriate development associated with the

Arthur's Way heritage trail.

EDT3.12 To support appropriate development of tourism and recreational facilities at Leixlip Manor Hotel and Gardens.

EDT3.13 To support the preparation of an integrated tourism and amenity destination on The Wonderful Barn site, that accommodates a range of day and evening time uses.

Actions

- To liaise with relevant landowners and stakeholders to investigate the potential for an amenity walkway through Leixlip Castle.
- To liaise with relevant landowners and stakeholders to investigate the potential for linkages between the historical demesnes within Leixlip and surrounding area.

7 HOUSING AND COMMUNITY

To deliver new residential development within Leixlip to support existing community infrastructure, recreation and amenity facilities and provide new facilities in tandem with opportunities for significant new housing.

7.1 DEMOGRAPHIC PROFILE

Census 2016 recorded a population of 15,504 persons within the settlement boundary of Leixlip. This represents a slight increase on the 2011 population of 15,452 persons.

7.1.1 Age Profile

In 2016 the age profile of the population of Leixlip was typical of the national average. While approximately 63% of the population is under 44, the age profile is older when compared to other towns in the Dublin Metropolitan Area. In the last intercensal period there was also a significant increase in the proportion of the population over 65, rising from 7.5% to 12% compared to 13.4% nationally.

7.1.2 Housing Stock

The Census in 2016 recorded a total of 5,524 households in Leixlip. The majority of these consisted of houses (91%). This housing stock is generally located to the south of the Royal Canal and to the north of the M4. The more established residential areas are located east and west of Captain's Hill and off the Celbridge Road (R149) and were built in the 1960's and 1970's. In more recent years residential development has occurred along Green Lane which has direct access on to the R449.

7.1.3 Household Size

In 2016, 42.4% of households in Leixlip were made up of couples with children. This is higher than the state average of 35.2% for this household composition category. In contrast Leixlip household composition of one person households is 14.8% which is significantly less than the State average of 24% for this household category.

7.2 RESIDENTIAL DEVELOPMENT: CAPACITY AND DELIVERY

This LAP seeks to establish a framework for the provision of housing within Leixlip reflecting the town's position within Kildare and in the Dublin Metropolitan Area. This framework comprises three strands:

- (i) Focusing new housing development into four no. Key Development Areas (KDAs), based on area based design guidance as set out in **Section 12**. The KDAs extend the urban area of Leixlip at appropriate locations having regard to compact growth, the potential for development, existing patterns of development and potential for connectivity.
- (ii) Supporting intensification and consolidation in the existing residential and built up area including redevelopment and infill opportunities, where appropriate.
- (iii) Development of a new residential neighbourhood at Confey in accordance with the Urban Design Framework set out in **Section 12**.

POLICY HC1 - Residential Development: Capacity and Delivery

HC1 *It is the policy of the Council to ensure that sufficient land continues to be available at appropriate locations to satisfy the Core Strategy growth allocation for Leixlip and that each household has access to good quality housing that is appropriate to its circumstance.*

Objectives

It shall be an objective of the Council:

- HC1.1** To promote and facilitate the phased development of the four identified Key Development Areas in accordance with the guidance set out in **Section 12**.
- HC1.2** To facilitate the future development of a new neighbourhood at Confey in accordance with the objectives as set out in **Section 12.8**.
- HC1.3** To secure the provision of social infrastructure, community, and recreational facilities in tandem with residential development, in accordance with the findings of the Social Infrastructure Audit (SIA) and the phasing/infrastructure delivery schedule of this LAP.
- HC1.4** To encourage the appropriate redevelopment/regeneration of brownfield and infill sites for residential uses within the LAP area.
- HC1.5** To manage the provision of one-off housing on lands zoned as 'I: Agricultural'. Limited one-off housing will be permitted in this zone subject to compliance with the rural housing policy of the Kildare CDP and all other normal siting and design considerations.

7.3 RESIDENTIAL DENSITY, MIX AND DESIGN

Given the proximity and connectivity of Leixlip to Dublin and being a key employment centre in the DMA it is anticipated that there will continue to be a strong demand for a varied mix and type of housing in the Plan area. There is a high proportion of 3-bed semi-detached type dwellings within the town. The Plan seeks to address this mono type of housing and will seek to ensure a greater mix of housing. Residential schemes should provide for both a mix of dwelling size and dwelling type to cater for a diverse range of housing needs. The overall design and layout should be of high quality and comply with the urban design principles contained in the CDP.

Government policy outlined in *Sustainable Residential Development in Urban Areas: Guidelines for Planning Authorities* (DECHG, 2009) and *Urban Development and Building Heights: Guidelines for Planning Authorities* (DHP&LG, 2018) state that land is a scarce resource and should be managed efficiently. These guidelines set out a range of appropriate densities for different site locations having regard to the level of transport available. As a general principle, higher densities should be located in town centre infill locations and proximate to public transport.

The design of residential schemes in close proximity to heavily trafficked road networks should have regard to the noise levels from these roadways. Developers should engage an acoustic specialist in the early design process for new residential developments in order to mitigate any negative impacts concerning noise.

7.3.1 Group/Special Needs Housing

There are a number of groups in society with specific design and planning needs including older people, members of the Travelling community and people with disabilities. This Plan places emphasis on universal design in order to provide for those with specific housing needs. The mix and design of new housing for group/special needs housing in Leixlip will be influenced by a range of factors including:

- Consideration of the nature of the existing housing stock and existing social mix in the area;
- Desirability of providing for mixed communities;
- Provision of a range of new housing types and tenures;
- The need to provide a choice of housing types, suitable and adaptable for all age groups; abilities; and
- The need to cater for groups with specific needs.

7.3.2 Housing for Older People

Supported housing and longer term residential care facilities for older people should be fully integrated into the local community. Such facilities should be within walking distance of the town centre, key services and public transportation, car parking and public spaces while embedded in a universally designed and age friendly public realm with plenty of seating, lighting, landscaping etc.

POLICY HC2 - Residential Density, Mix and Design

HC2 *It is the policy of the Council to ensure that all new residential development provides for a sustainable mix of housing types, sizes and tenures and that new development complements the existing residential mix.*

Objectives

It shall be an objective of the Council:

- HC2.1** To ensure that a good mix of housing types and sizes is provided in all new residential areas including each Key Development Area (KDA) and appropriate infill/brownfield locations to meet the needs of the population of Leixlip, including housing designed for older people and people with disabilities.
- HC2.2** Require that residential schemes in close proximity to heavily trafficked roads within/adjoining Leixlip are designed and constructed to minimise noise disturbance, follow a good acoustic design process and clearly demonstrate that significant adverse noise impacts will be avoided.
- HC2.3** To seek to provide Traveller Specific Accommodation at appropriate locations close to key services and public transport facilities in accordance with the Traveller Needs Assessment and Traveller Accommodation Plan due for review in 2019.

7.4 SOCIAL INFRASTRUCTURE

As part of the plan-making process a Social Infrastructure Audit (SIA⁸) was carried out to examine the availability and capacity of existing social infrastructure facilities in Leixlip, to determine future requirements and make recommendations based on anticipated settlement growth.

‘Social Infrastructure’ relates to the provision of services and facilities which are essential for health, wellbeing and the social development of a town. Social infrastructure facilities include for example, schools, health services, surgeries and community specific services, as well as areas which can offer active sports and passive recreational activities. In addition to the actual activity and function, ‘social infrastructure’ facilities can provide an invisible platform of community and social interaction which some residents may rely upon for personal well-being. The provision of the requisite levels of social infrastructure within Leixlip is therefore important and vital to support the existing and planned residential base.

The audit was structured as follows:

1. Assessing the Existing Situation;
2. Future Demand Analysis; and
3. Social Infrastructure Recommendations.

7.4.1 Assessing the Existing Situation

Assessing the existing situation included:

- A social and demographic profile of the community who live in Leixlip;
- The identification of existing community infrastructure features (including where relevant, their capacity) under a number of predefined themes including Education/Training, ‘Childcare’, ‘Health’, ‘Sports & Recreation’, Social/Community Services’, Arts & Culture’, ‘Faith’, and other features;
- A walkability analysis based on defined walking distances from specific community facilities in order to evaluate proximity, accessibility and coverage of those facilities to target user groups.

Education and Training

Facilities examined under this theme included primary schools, secondary schools along with third-level, evening classes and skills development programmes. Within the LAP boundary there are 7 primary schools, 2 secondary schools and 3 further education / training centres.

The walkability and primary school catchment analysis carried out identifies a shortfall in primary school west of Leixlip particularly around the Easton/Green Lane area. The analysis carried out also indicates that there is a significant proportion of residential units falling outside a 10 minute walking distance of existing primary schools.

The analysis in regard to secondary schools confirmed that both schools are operating at almost full capacity.

⁸ The Full SIA is available to read alongside this LAP

Child Care

Childcare facilities are well represented spatially within Leixlip with 13 facilities spread throughout the area, pre-dominantly located close to or within existing residential development. Figures obtained from these facilities show that 492 no. children were enrolled for the 2018/19 year but that there was capacity for 517 children. Overall childcare facilities are operating at 95% capacity in Leixlip⁹.

Health

Healthcare facilities included GPs, health centres, dentists, pharmacy, care and other related facilities. The Audit indicated a total of 21 no. health facilities including: 8 no. GP practices; 1 no. health centre; 1 no. 131 bed nursing home; 6 no. pharmacies; 3 no. dental surgeries and 2 no. physiotherapists.

Healthcare facilities are dispersed throughout the town, although there is some clustering around neighbourhood centres.

Social and Community

Social and Community facilities are a broad category and can include general civic services and services targeted at specific sections of the community. Excluding the Fire Station and Garda Station, there are 6 other social/community services. Three of these facilities are located in proximity to each other in the Riverforest area of Leixlip, including Leixlip Youth and Community Centre, Leixlip Library and Kildare Youth Services. Other facilities in the town include the 'Allotments' at the Wonderful Barn, Men's Shed and a "Respond" (Housing Association) community building. It is considered that Leixlip is currently adequately served with community services.

Arts and Culture

There are 4 no. arts and culture facilities in the town. All of these are related to music, speech and drama. Two facilities are located in the town centre, one is within a primary school west of the town centre and one is located in the community centre north of the town centre.

Faith

There are 3 churches and 2 cemeteries in the town. Apart from a lack of capacity at Confey cemetery no capacity issues were identified during the audit.

Outdoor Sports

There are 16 sports facilities/clubs in Leixlip. These facilities accommodate 24 outdoor playing pitches (11 of which are located within St. Catherine's Park); 9 astro-turf pitches; 8 tennis courts; 3 indoor halls; 1 playgrounds (excluding the playground in St. Catherine's Park); 1 indoor handball court; and 1 400m outdoor athletics track.

⁹ Smaller facilities with 3 children or less do not need to be registered with TUSLA and therefore could not be surveyed due to the informal arrangement of those facilities.

Equipped Play Spaces

The single playground facility within the Leixlip Amenities Centre provides a vital piece of formal play equipment for the town and is designed primarily for the very young. Whilst acknowledging the existence of the playground in St. Catherine's Park, there are no other formal equipped or play areas provided for this age group or for older children.

7.4.2 Future Demand Analysis

The audit also considered the existing infrastructure provision relative to the existing/planned population and best practice provision.

Education and Training

Consultation with the Department of Education and Skills has confirmed that having regard to anticipated population growth in Leixlip and having regard to existing school capacity, there will be a need for 2 additional primary schools (16-24 classrooms in each school) and 1 post primary school (1,000 student capacity) within the plan area.

Child Care

The *'Childcare Guidelines for Planning Authorities'* establishes an indicative standard of one childcare facility per 75 dwellings in new housing areas. One facility providing a minimum of 20 childcare places is considered to be a reasonable starting point in this regard. Such provision will be required in tandem with new residential development and will be addressed through the Development Management Process.

Health

There is a requirement for a primary care centre in Leixlip. Expressions of Interest are being sought from persons who are developing or planning to develop health facilities in Leixlip.

Social and Community

The projected population increase would generate demand for an additional 2 community services/facilities. Whilst there might currently appear to be a sufficient number and type of community services, the provision of future services needs to take account of locational circumstances, quality of provision, and proximity to target user groups.

Arts and Culture

A review of public submissions received during the preparation of the Leixlip Local Area Plan 2017-2023 indicated the presence of a vibrant arts and community sector with Irish dancing, choir, theatre and writers' groups and a community band. Other than the two facilities on Main Street, there is no specific 'Arts and Culture' facility in Leixlip. Local groups use existing social and community services such as the library, community centre and parish centre to meet or host events.

Faith

It has been established that a new site for a cemetery is required within or in close proximity to the town, to serve existing and future population. It is anticipated that a specific project will be advanced in the early stages of the life of this LAP to facilitate a limited extension to the existing

graveyard at Confey. This expansion, however, will not be sufficient to meet the long-term needs of the population. Suitable lands will therefore need to be identified to accommodate long term needs.

Outdoor Sports

Based on the existing population of Leixlip, the current outdoor sports area provision is 1.96 hectares per 1,000 persons. Accordingly, there is more than adequate outdoor sports 'area' in the town to serve the existing population in the context of 'Fields in Trust (FIT)' UK guidance recommendations. However, based on a population projection which may range up to 23,433 persons, the standard of outdoor sports decreases to 1.3 hectares per 1,000 population and below the 'FIT' recommendations. If seeking to adhere to the 'FIT' recommendations, circa 37 hectares of outdoor sports area would be required to serve the projected population, which would require an additional circa 7 hectares above the current provision.

Equipped Play Spaces

The provision of one single equipped play area within the study area (at Leixlip Amenities) falls substantially short of benchmark guidance in terms of quantity, location and provision for all age groups. This short-fall was reflected in feedback received from children and adults during the consultation process during the preparation of the SIA. Areas capable of accommodating equipped play space will therefore need to be identified to accommodate the long term needs of the plan area.

7.4.3 Recommendations

Recommendations for future social infrastructure provision have been taken into consideration in the preparation of the Leixlip Local Area Plan. **Table 7-1** provides a breakdown of the requirements under relevant themes which provide for the future needs of the projected population. **Figure 7-1** also outlines an indicative location for each of the themes detailed in **Table 7-1**.

Table 7-1 Social Infrastructure Needs

Theme	Zoning	Use	Potential Location	Area (HA) where applicable	Check list	Delivery Mechanism
Education						
Primary School	E	Education	Leixlip West – Option Zonings within Zoning Matrix	1.6	√	Dept of Education
Primary School	E	Education	Confey – UDF – CE lands CH1	1.6	√	Dept of Education
Secondary School	E	Education	Confey UDF - CE lands CH2	4.5	√	Dept of Education
Child Care						
20 child places/75 units	Refer to zoning Matrix	Childcare	Refer to Zoning Matrix – Provision in tandem with new residential development	N/A	Case by case basis	Private Developer Led alongside new development

Health						
1 no. primary care centre	E, TC, T, Q	Community Health	Options Town Centre, Community Education, Confey Mixed Use Development, Collinstown Business and Tech	c. 1ha	√	Developer/Council/Other
Social/Community						
2 no. Community Services	E	Community Use	Confey UDF Community Hub Character Area, Town Centre or Other CE lands	c. 2.9ha Within Confey UDF	√	Developer/Council/Other
Arts/Culture						
New Community Facility	E	Community Use	Confey UDF Community Hub Character Area, Town Centre or Other CE lands	c. 2.9ha Within Confey UDF	√	Developer/Council/Other
Faith						
Expansion of Existing Cemetery Short Term, Long Term New Cemetery	E	Cemetery	Confey UDF 0.4ha additional space at existing Cemetery and car parking provision within CH1 Long term provision within agricultural lands	0.4	√	Council/Other Funding Mechanism
Outdoor Sports						
7ha of Outdoor Sports	F	Open Space and Amenity	Collinstown Business Campus – 5.4ha and 2.36ha Confey New GAA facilities + 4.34 (total new 7.22ha).	c. 15ha	√	Private Developer Led alongside new development
Equipped/Designated Play Spaces						
Local Areas for Play	OS, B, C	Open Space and Amenity, Existing Residential, New Residential	In accordance with section 17.4.7 of the Kildare County Development Plan open space shall be provided within Greenfield sites at a rate of 15% of the site area. The Local Area Plan proposes to zone c.	c. 11.55ha	√	Private Developer Led alongside new development

			77ha of strictly new residential lands within Key Development Areas and within the Confey UDF lands. The provision of local areas for play i.e. open space areas will generally equate to 15% of this overall area			
Local Equipped Play Areas	OS/E/L	Junior and Senior play space	Confey UDF, Character Area 1 Loughnamona OS lands Black Avenue KDA Linear Parklands Celbridge Road East Linear Parklands Leixlip Amenities (Existing) The Wonderful Barn KDA Riverforest Park Open Space Area Cluster St. Catherine's Park	Range 0.25ha – 0.5 for each equipped play space	√	Private Developer Led alongside new development with the exception of Loughnamona Lands and the Riverforest Park Open Space Cluster
Neighbourhood Equipped Play Areas	F		Confey UDF, Zone F Parklands (North East) Loughnamona OS lands Black Avenue KDA Linear Parklands Celbridge Road East Linear Parklands Leixlip Amenities The Wonderful Barn KDA Riverforest Park Open Space Area Cluster St. Catherine's Park	Range 0.25ha – 0.5 for each equipped play space	√	Private Developer Led alongside new development with the exception of Loughnamona Lands and the Riverforest Park Open Space Cluster
Multi Use Games Areas			Confey UDF, Zone F Parklands (North East) Wonderful Barn KDA Collinstown Leixlip Amenities Riverforest Park	Range 0.3ha – 0.6 for each equipped play space	√	Private Developer Led alongside new development with the exception of the Riverforest Park Open Space

			Open Space Area Cluster St. Catherine's Park			Cluster
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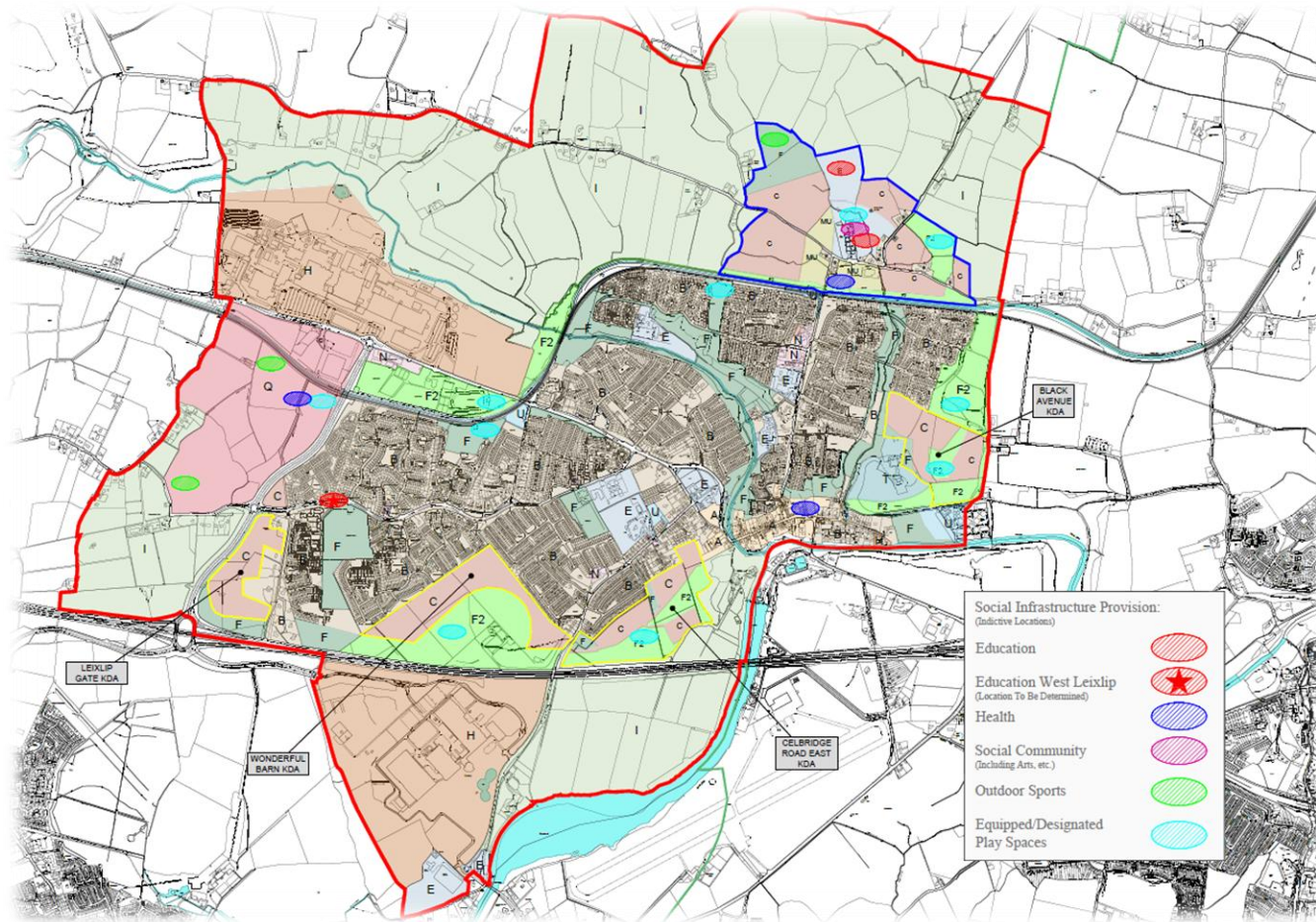


Figure 7-1 Social Infrastructure Provision – (Indicative Locations)

7.5 EDUCATION, CHILDCARE AND HEALTH FACILITIES

Policy HC3 – Social Infrastructure

HC3 *It is the policy of the Council to facilitate and secure the provision of social infrastructure to support existing and new communities within the LAP area, in a manner which provides flexibility to respond to varied and changing community needs.*

Objectives

It shall be an objective of the Council:

- HC3.1** To support and facilitate improvements to existing educational, childcare and healthcare facilities within the Leixlip LAP area.
- HC3.2** To require the provision of childcare spaces per dwelling on a pro-rata basis in new Key Development Areas, in accordance with the phasing requirements set out in **Section 12** of the LAP and the Urban Design Framework for the new residential neighbourhood at Confey.
- HC3.3** To support and facilitate the provision of children’s play facilities in Leixlip, including playgrounds and a skate park, for children of all ages having regard to children with special needs

7.6 OTHER COMMUNITY, SPORTS AND RECREATIONAL FACILITIES

Policy HC4 – Community Facilities

HC4 *It is the policy of the Council to facilitate and support a broad range of community, cultural and recreational facilities to serve the needs of the residents of Leixlip.*

Objectives

It shall be an objective of the Council:

- HC4.1** To support and facilitate the provision of multi-functional community facilities to meet the needs of the population of Leixlip.
- HC4.2** To support and facilitate limited additional capacity at the existing cemetery at Confey in accordance with the Urban Design Framework for the new Neighbourhood at Confey and facilitate the development of a new cemetery within lands zoned for Agricultural use north of Confey.
- HC4.3** To support and promote the development of cultural, arts and performance spaces in Leixlip.

8 MOVEMENT AND TRANSPORT

To promote and facilitate a sustainable transport system for Leixlip that prioritises walking, cycling and public transport and provides an appropriate level of road infrastructure, road capacity and traffic management to support future development.

A Strategic Transportation Assessment (STA) was undertaken to inform the Local Area Plan (LAP). The STA was undertaken by consulting Engineers in conjunction with Kildare County Council. The STA considered active (walking and cycling) transport modes, public (bus and rail) and private transport modes and provides guidance on the transportation infrastructure that is required to support the growth and expansion of Leixlip. The assessment proposes a strong focus on active modes and public transport. The provision of road links to development lands are assessed to provide appropriate and sustainable connectivity to the strategic road network.

The availability of high quality public transport and accessibility to the strategic road network are key advantages for Leixlip in the context of its location within the Dublin Metropolitan Area (DMA). However, circulation around and through the town is constrained particularly from the north at Captains Hill and Confey.

8.1 WALKING AND CYCLING

Leixlip has a well-developed pedestrian network. The quality of footpaths is generally good, with some notable deficiencies in continuity and the quality of off-road pedestrian routes in particular. The town centre would benefit from improved pedestrian footways, crossings and priority along Main Street and Captain's Hill. The Council will continue to implement footpath improvements through its operations programme as resources allow and will prioritise busy routes and crossings.

There is potential for improved pedestrian and cycle networks which, in addition to providing additional modal choice, can bring public realm, amenity and tourism benefits for those living and working in the area.

There are a number of off-road pedestrian routes in and around the town, many of which follow the Rye Valley, Royal Canal, Síleacháin Valley and within/around St Catherine's Park. Some of these routes have been marketed as health trails. This includes 3 no. Slí na Sláinte walking routes in or around the town (St. Catherine's Park Slí, Leixlip West, and Leixlip-Lucan Demesne); another links Leixlip to Celbridge (Celbridge Leixlip).

Existing cycleways in Leixlip include the segregated cycle path along the R449 linking Castletown and Celbridge to Leixlip. Other cycle facilities along Station Road and sections of Green Lane (L5058) are immediately adjacent or incorporated into bus lanes. There are also informal cycle routes to Lucan via St Catherine's Park; and to Castletown via Parsonstown.

The Greater Dublin Area (GDA) Cycle Network Plan identifies a network of intra-urban and urban cycle routes across the GDA. Leixlip is located in the North Kildare Sector Town Cycle Network. The key routes proposed for this sector of relevance to Leixlip are:

- K1 Royal Canal Greenway;
- LP1 R148 Main Street and Maynooth Road to Intel Plant cycle route; and
- LP2 Barnhall Road to Celbridge via Castletown Demesne cycle route.

Overall permeability and connectivity of pedestrian and cycle routes between destinations and communities in the town is poor primarily because of the limited number of crossing points over the Rye Valley, Royal Canal and railway line. Pinch points such as Captain's Hill also restrict permeability and connectivity.

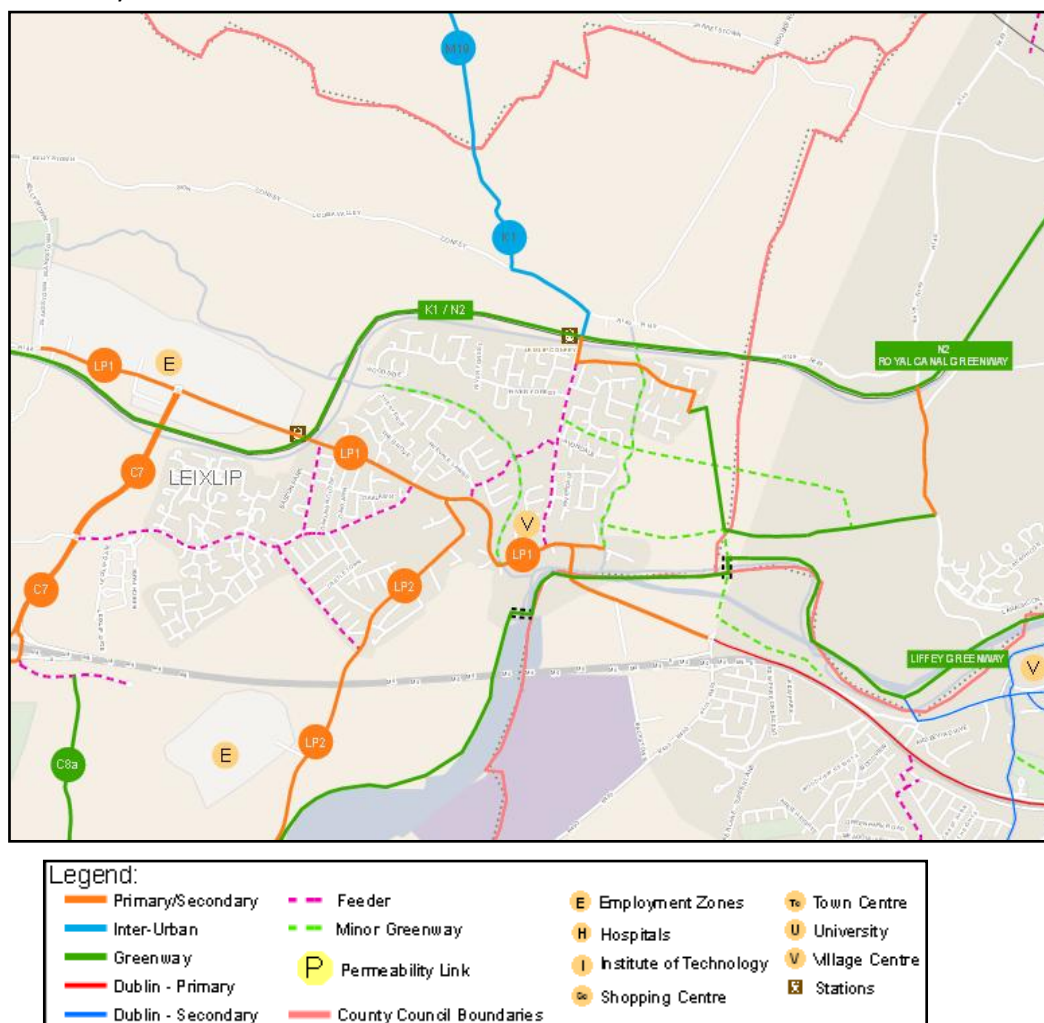


Figure 8-1 Cycle Network Plan for GDA - Leixlip

(Source: Cycle Network Plan for GDA – Leixlip (NTA))

The objectives of the LAP support the delivery of a high quality, permeable and attractive pedestrian and cycle network in Leixlip that allow for multiple direct connections between existing key destinations and nodes where high quality amenity/tourism facilities could be provided. The LAP supports the recommendations of the Leixlip Strategic Transportation Assessment (STA) including:

- The upgrading of existing off-road pedestrian routes within the town to cater for pedestrians and cyclists;
- The provision of pedestrian/permeability improvements between the identified new neighbourhood at Confey and the existing built area of Leixlip across the Royal Canal and railway line;
- Opportunities for potential local permeability improvements are identified in the Strategic Transport Assessment (STA). Such routes provide more direct and safer pedestrian and cyclist access to schools, shops, public transport nodes, amenity areas and community facilities; and
- The removal of barriers such as boundary walls/hedges along existing or future desire lines.

A number of identified potential connections and greenways are identified in the **Map No. 1 Transport**.

Policy MT1 – Walking and Cycling

MT1 *It is the policy of the Council to promote enhanced permeability for pedestrians and cyclists within the urban environment in order to improve access to the town centre, local schools, recreational facilities, shops, public transport services and other amenities,. This includes providing improved connectivity across the River Rye, Royal Canal and Railway Line, and enhanced links with Maynooth, Celbridge and Dublin.*

Objectives

It shall be an objective of the Council:

- MT1.1** To ensure all footpaths in Leixlip provide adequate access for persons with a disability or who have impaired mobility.
- MT1.2** To support cycling as a more convenient and safe method of transport through the development of new or improved cycle facilities in Leixlip.
- MT1.3** To work with the National Transport Authority (NTA) to implement the Greater Dublin Area Cycle Network Plan proposals for Leixlip, including the North Kildare Cycleway (Dublin – Galway) subject to detailed engineering design and any mitigation measures presented in the Strategic Environmental Assessment (SEA) and Natura Impact Statement (NIS) accompanying the NTA Plan.
- MT1.4** To improve, maintain and enhance the following routes for use by both pedestrians and cyclists:
- (i) Captains Hill (R149);
 - (ii) Accommodation Rd;
 - (iii) Old Hill;
 - (iv) Dublin / Lucan Rd from Main Street to the country boundary (R148);
 - (v) Celbridge Road (R404);
 - (vi) Silleacháin Lane;
 - (vii) Distillery Lane;
 - (viii) Rye Valley to the Glen; and
 - (ix) Mill Lane to St Catherine’s Park.
- These options will be explored in further detail and subject to ecological analysis and assessment in order to safeguard the Rye Water Valley/Carton SAC.
- MT1.5** To facilitate the development of new pedestrian/cycle links across the canal and railway

	that enhance walking and cycling options and connect the new neighbourhood at Confey and the Royal Canal Greenway to existing residential areas, public spaces, Confey Station and facilities within Leixlip.
MT1.6	To provide a footbridge over the Rye Water with associated paths to connect Confey Community College to nearby housing estates.
MT1.7	To provide appropriate new pedestrian linkages to improve access to the Louisa Bridge Station and to the Intel campus, including the provision of a new footbridge to provide direct access to the Royal Canal greenway and nearby amenities.
MT1.8	To improve access to the town centre from nearby housing estates with the provision of new paths and cycle ways, supporting measures to improve safety at crossing points on Main Street and nearby junctions.
MT1.9	To provide adequate, secure and dry bicycle parking facilities at appropriate locations: <ul style="list-style-type: none"> (i) In the town centre; and (ii) Near heritage, community and amenity destinations.
MT1.10	To facilitate the development of a new pedestrian and cycle link between Mill Lane, Main Street and Captain's Hill in accordance with the development objectives for the identified regeneration site detailed in Section 5 of this plan.
MT1.11	To support the delivery of a pedestrian and cycle overpass of the M4 to link The Wonderful Barn at Leixlip to Castletown Demesne in Celbridge in consultation with Transport Infrastructure Ireland (TII).
MT1.12	To improve access, security and safety along the Royal Canal towpath, including: <ul style="list-style-type: none"> (i) Improved pedestrian access from Cope Bridge to the towpath; (ii) Improved car-parking facilities adjacent to Royal Canal entry points at Cope Bridge and Louisa Bridge; and (iii) The integration of the towpath with the new development at Confey.
MT1.13	To improve permeability within the plan area and increase access to key public transport nodes ensuring ease of accessibility to/from existing residential and commercial areas.
Action	<ul style="list-style-type: none"> • To facilitate and support the implementation of the Royal Canal Way / North Kildare Cycleway through Leixlip (part of the Dublin - Galway Greenway Project). • To identify and provide suitable sites for bicycle racks. • To investigate feasibility of, and facilitating opportunities for, overpass pedestrian and cycle links in Leixlip.

8.2 PUBLIC TRANSPORT

Leixlip is located on the Dublin – Sligo Railway Line and is served by two rail stations, Confey and Louisa Bridge. Both stations are served by the Dublin - Maynooth commuter rail service provided by Iarnród Éireann.



The DART Expansion Programme is a key project in the delivery of an integrated rail transport network for the Dublin region. Of relevance to Leixlip, it includes the electrification of the Dublin-Sligo rail line from Connolly Station to Maynooth, together with the removal of level crossings and re-signalling. The design and planning stages of this project are underway with a target of 2021 for construction works to begin on the project. The realisation of this project will improve the number and frequency of train services in addition to improved journey times.

Electrification of the rail line is likely to have design implications for Confey Station and, subject to detailed design, the replacement of Cope Bridge. The provision of a new bridge structure has wider implications for the town in terms of improved vehicular, pedestrian and cyclist provision and capacity.

Dublin Bus operates a number of routes linking Leixlip to Dublin City Centre. Direct routes include the 66a, the 66b and the 66e. Other routes include the 66 (from Merrion Square to Maynooth) and 66x (from UCD Belfield to Leixlip/Maynooth). One Nightlink route operates Friday – Saturday (66n). The Naas/Blanchardstown bus service, 139, provides further connections between the plan area and Ongar/Blanchardstown to the north and Naas to the south via Maynooth.

The NTA is undertaking a strategic review of the bus services in the Dublin metropolitan area under the Bus Connects programme. This programme is reviewing existing bus services and aims to transform Dublin City bus services with the provision of a quick and interconnected bus network. Of relevance to Leixlip is the study of orbital routes connecting points north and south of Leixlip in addition to existing services between Dublin city centre and Maynooth.

The Leixlip Strategic Transportation Assessment considers that bus priority will be critical to the success of sustainable transportation modes. Bus priority at congestion points needs to be addressed through the provision of bus priority signals at Cope Bridge together with bus priority at junctions within the town where feasible.

Policy MT2 – Public Transport

MT2 *It is the policy of the Council to promote the sustainable development of Leixlip by supporting and guiding the relevant national agencies in delivering improvements to the public transport network and to public transport services.*

Objectives

It shall be an objective of the Council:

MT2.1 To focus people-intensive land uses around existing and planned public transport

	nodes, and improve access to services.
MT2.2	To support and facilitate the delivery of electrification and upgrading of the Dublin – Sligo rail line from Connolly Station to Maynooth, including improvements to Cope Bridge.
MT2.3	To support the provision of new or upgraded public transport infrastructure in Leixlip, including bus infrastructure, new or upgraded bus lanes, stops and lay-bys, turning and parking areas.
MT2.4	To engage with the National Transport Authority (NTA), Dublin Bus, Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Leixlip including the recommendations contained in the Leixlip Strategic Transportation Assessment, the improvement of bus services to the designated new development areas, park and ride facilities and the provision of bus priority measures to ensure the improved movement of bus services through the town centre and the provision of bus turn facilities proximate to Confey Station and the planned new neighbourhood at Confey.
MT2.5	To provide for improved access to Confey railway station in consultation with the National Transport Authority (NTA) and Irish Rail supporting the sustainable development of the Confey area.
MT2.6	To liaise with the National Transport Authority (NTA) and Irish Rail to consider the provision of a new railway station at Collinstown.
MT2.7	To liaise with the National Transport Authority (NTA) to investigate the feasibility the re routing of the No.66 Bus service via Green Lane, or other similar measure, and provide a high frequency bus service the residents of the Green lane and Easton Road Area.
MT2.8	To review the configuration and movement of Pedestrian, cycle public transport and private vehicle modes at the junction of Main Street and Captains Hill in order to prioritise the sustainable movement of people.
Action	<ul style="list-style-type: none"> To continue to promote the provision of improved public transport services and facilities to serve the population of Leixlip through ongoing liaison with statutory agencies and public transport providers.

8.3 ROAD AND STREET NETWORK

Leixlip is located 15km from Dublin City Centre. The town is bypassed by the M4 motorway with grade-separated interchanges on the motorway at the eastern and western end of the town (junctions 5 and 6, respectively). The R148 (former N4) runs through the Main Street linking Leixlip to Maynooth to the west. This also links with the N4 dual carriageway to the east of the town, which in turn provides access to Lucan, the M50 and Dublin City Centre. The R149 runs north from Main Street, encompassing Captain’s Hill and Cope Bridge (which operates on a one way signalised system). The route continues eastwards across the county boundary with Fingal County Council before heading northwards to Barnhill, Hansfield, Ongar, Clonee and the M3.

Leixlip is bounded by the Royal Canal and the Dublin-Sligo railway line to the north and west, the River Liffey to the south and east, and the River Rye Water which divides the town approximately

east to west. The existing bridge crossings of the River Liffey at Leixlip Bridge, and the Rye Water at Rye Bridge, are both close to the centre of the town. These constraints serve to ‘funnel’ the vast majority of trips generated from residential areas to the north of the town through Main Street, as the principal link to other parts of the town and beyond. Additionally, vehicular circulation within the town is influenced by a number of pinch points including Pound Street (and Rye Bridge), Captain’s Hill, Cope Bridge, Main Street (incl. Leixlip Bridge), with congestion and significant queue lengths evident at peak times.

At the western periphery of the town the R449 links to the R148 (old N4) and is the main access from the M4 to Intel’s facility in Leixlip. It also serves Collinstown, significant industrial lands located on the former Hewlett Packard site on the south side of the M4 and accessed from junction 6 of the M4 via Barnhall Road and also the R404 (Celbridge Road).



Figure 8-3 Road Network for Leixlip (Source: Google Maps)

Residential areas to the north of the town are located east and west of Captain’s Hill and the R149 and people living in these areas must access the wider road network through the town centre or across Cope Bridge leading to congestion at these pinch points during peak times. In more recent years residential development has occurred along Green Lane which has direct access on to the R449.

The LAP acknowledges the importance of accessibility to the strategic road network for major industrial/employment generating facilities in Leixlip and for those already living in the town. The LAP also identifies the potential for significant development to the north of the Royal Canal and Cope Bridge, however improved access to this area as part of the future development of the strategic road network will be required to facilitate such development. In considering strategic access to potential future development lands, it is important to account for current constraints within the town, and where possible to incorporate measures to improve accessibility, particularly for the residential areas adjacent to Captain’s Hill.

There is an identified need for upgrades and new vehicular, pedestrian and cycle connections to improve the accessibility to existing residential estates accessed from Captain's Hill and to provide access to the planned new housing to the north of the town. Improving vehicular circulation around the town would also provide additional route options which would enhance the attractiveness of the town centre and reduce congestion in the vicinity of the existing junction of Captain's Hill and Main Street. **Map No. 1 Transport Map** identifies new connections that will be required in order to serve the new neighbourhood at Confey.

The LAP supports the provision of capacity enhancements to the strategic road network in particular the management of traffic to optimise and protect capacity at the M4 - R449 Leixlip/Celbridge Interchange. The provision of additional capacity on the M4 between Maynooth and Leixlip/Lucan as identified in Section 8.4 'Transport Investment Priorities' the draft Regional Spatial and Economic Strategy is also supported.

The Leixlip Strategic Transportation Assessment has considered the road requirements within the town having regard to the extent of proposed residential development during the lifetime of the plan and beyond. The assessment provides a preferred phasing of improvements to, and provision of, strategic local roads as the town develops.

The Local Area Plan is supportive of measures to improve the transportation network for the North East Kildare Area including the potential for connections to the north and south east of the Leixlip Plan area.

Policy MT3 - Roads

MT3 *It is the policy of the Council to maintain, improve and extend the local road network in and around Leixlip to ensure a high standard of connectivity and safety for all road users.*

Objectives

It shall be an objective of the Council:

MT3.1 To maintain and improve, as required, the local road network to ensure a high standard of road quality and safety.

MT3.2 To support the implementation of the following road improvement schemes, subject to the availability of funding and environmental and conservation requirements:

- (i) The improvement of the bridge at Confey Railway Station to provide two traffic lanes, segregated cycle tracks and footways.
- (ii) The realignment of the R148 (Maynooth Road) at Collinstown in line with the approved Part 8.
- (iii) Improvement of the L1015 and L1014 west of Confey.
- (iv) The improvement of the junction of Main Street and Mill Lane.
- (v) Capacity enhancements of the M4 mainline and M4 / R449 junction as provided for in the NTAs Transport Strategy for the Greater Dublin Area 2016-2035 and the Draft Regional Spatial and Economic Strategy.

MT3.3 To implement the recommendations of the Leixlip Strategic Transport Assessment

	including road improvement measures required to provide access to and facilitate the development of a new neighbourhood at Confey and improved accessibility over the canal and railway line to facilitate permeability and connectivity.
MT3.4	To support the development of a North East Kildare Strategic Land Use and Transportation Study in accordance with objective MTO2 of the Kildare County Development Plan 2017-2023 including investigations for potential connections to the north and south east of the Leixlip Plan area with adjoining Counties.
MT3.5	To require the following road improvements for the new neighbourhood at Confey in accordance with the phasing programme for the delivery of this new neighbourhood (as set out in Appendix A – Confey Urban Design Framework): <ul style="list-style-type: none"> (i) The realignment and improvement of the R149 (Confey Road) between the L1015 (Kellystown Lane) and the county boundary with Fingal. (ii) The upgrading of the L1015 and L1014 (Kellystown Lane) or an alternative north-south connection west of the R149.
MT3.6	To facilitate the improvement of the intersection between the R149 (Captain’s Hill) and the R148 (Main St.) and the intersection between the R404 (Celbridge Road) and R148 (Station Road).
MT3.7	To secure improved access to The Wonderful Barn and the Celbridge Road (east) lands from the R404 (Celbridge Road) as part of the future development of these lands.
MT3.8	To ensure that any significant new development takes place in proximity to public transport routes and can be adequately served by the road network.
MT3.9	To provide traffic calming and speed reduction measures throughout the town, where necessary as funding allows and ensure that all new developments are designed to incorporate appropriate traffic calming measures as set out in the Design Manual for Urban Roads and Streets.
MT3.10	To implement the recommendations of the Kildare Noise Action Plan to reduce, where necessary, the harmful effects of traffic noise, through appropriate mitigation measures in accordance with CDP Objective RS03.
MT3.11	To ensure that all significant development proposals for KDAs and lands at Collinstown and Confey are subject to Traffic Impact Assessments (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014 to assess the individual and cumulative impact of the planned development in the area on the strategic road network.
MT3.12	To investigate the feasibility of a new link road from the Celbridge Road (R404) to the south of the M4 connecting to the M4 Leixlip/Celbridge Interchange in consultation with TII, NTA and other stakeholders.
MT3.13	To complete the through public road to connect the Celbridge Road (At Former HP Site) to M4 Interchange Junction 6 prior to the commencement of Celbridge Road East KDA.
Action	<ul style="list-style-type: none"> • To implement the agreed recommendations of the Green Lane-Easton Road Safety Assessment (January 2017) during the lifetime of the plan.

8.4 CAR PARKING

The main public car park in the town centre is at Abbey Square. There is limited on-street car parking on Main Street with the exception of spaces on either side of Captain's Hill near the junction with Main Street. There are a number of private car parks in the town centre linked with existing businesses including the recent provision of a car park by Aldi at the west end of Main Street.

The regeneration site at the east end of Main Street described in **Section 5** of this LAP proposes the provision of a public car park as part of a mixed use development along with integrated pedestrian and cycle connectivity to the adjoining commercial areas on Main Street and Captain's Hill.

The development management standards set out in Section 17 of the Kildare County Development Plan 2017 – 2023 include parking standards for new development.

Policy MT4 - Parking

MT4 *It is the policy of the Council to manage the provision of parking to provide for the needs of residents, business and visitors to Leixlip Town Centre.*

Objectives

It shall be an objective of the Council:

MT4.1 To have regard to the parking standards in the Kildare County Development Plan and relevant Section 28 Guidelines in considering applications for planning permission in Leixlip.

MT4.2 To facilitate the delivery of off-street car parking at suitable locations, including the provision of a public car park within the regeneration site identified north of Main Street as detailed in **Section 5** of this LAP.

MT4.3 To continue to manage public parking areas within the town centre and encompass new public parking areas to ensure that the limited parking provision supports the business and services provided in the town centre and that inappropriate parking in residential areas is minimised.

9 INFRASTRUCTURE AND ENVIRONMENTAL SERVICES

To phase significant future growth in line with the capacity and delivery of supporting physical infrastructure.

The availability of high quality infrastructure networks and environmental services is critical to securing investment, creating sustainable and attractive places, ensuring health and wellbeing and safeguarding the environment. In this regard, a Sustainable Planning and Infrastructural Assessment (SPIA) was carried out to inform the appropriate zoning of land and accompanies the Draft LAP.

9.1 WATER SUPPLY AND WASTEWATER

Irish Water is responsible for the provision of public water services (water supply and foul drainage) on a national basis. It is an objective of Irish Water to provide both drinking water and wastewater capacity to facilitate future settlement growth, in line with national and regional planning policies and objectives, subject to the availability of funding, and environmental and financial sustainability criteria. Kildare County Council retains its role in facilitating the provision of adequate water services, in conjunction with Irish Water, at a local level, through Service Level Agreements (SLAs).

In 2015 Irish Water published its Water Services Strategic Plan (WSSP), which sets out strategic objectives for the delivery of water services over a 25 year period and a context for investment and implementation plans. Irish Water and Kildare County Council will continue to work together to identify the water services required to support planned development in line with national and regional planning policies for inclusion in the Irish Water Capital Investment Plans.

9.1.1 Water Supply

Leixlip is connected to the North Regional Water Supply scheme which is serviced by the Ballygoran Reservoir. The Leixlip Water Treatment Plant (WTP) provides the water supply for the town. The Leixlip WTP is the second largest in the country and supplies 30% of the region's water. Irish Water indicates that there is adequate water supply to cater for the future demands generated during the lifetime of this LAP.

9.1.2 Wastewater

Leixlip forms part of the Lower Liffey Valley Regional Sewerage Scheme (LLVRSS) which also serves Celbridge, Maynooth, Kilcock and Straffan. The Leixlip Waste Water Treatment Plant (WwTP) has a capacity of 150,000 population equivalent (PE). Irish Water indicates that this will provide capacity to cater for the needs of the Lower Liffey Valley catchment in the short to medium term however it advises that there is limited capacity at the treatment works and new connections will be on a first come/first served basis.

Irish Water currently has two projects underway that will divert flows from the Leixlip Wastewater Treatment Plant and this will have the effect of increasing capacity. The first project will divert wastewater flows to the 9C sewer and on to Ringsend Waste Water Treatment Works and the second project will ultimately divert these flows to the Greater Dublin Drainage Project (GDD). The earliest these diversions will take place is Q4 2022.

With regard to the sewer network, Irish Water is currently undertaking studies to prepare a Drainage Area Plan (DAP) and model for the Leixlip area. The report and model will identify the main issues in the area and propose remedies. The estimated date for completion of the study is late 2020.

Irish Water has confirmed that foul sewers are located immediately adjacent to or in close proximity to the majority of the sites identified for significant residential development within the LAP area with the exception of a small number of sites where trunk sewers traverse the lands. Way leaves around the existing pipes will need to be considered in such instances.

Irish Water indicates that there is a new 750mm diameter foul sewer in the north of the LAP area which has the potential to facilitate the future development of lands at Confey. The delivery of the new neighbourhood at Confey in accordance with the Urban Design Framework for these lands (As set out in Appendix A) will require the cooperation of Irish Water.

Policy I1 – Water Supply and Wastewater

I1 *It is the policy of the Council to work in conjunction with Irish Water to protect existing water and wastewater infrastructure in Leixlip, to maximise the potential of existing capacity and to facilitate the timely delivery of new water services infrastructure to facilitate future growth.*

Objectives

It shall be an objective of the Council:

- I1.1** To work in conjunction with Irish Water to promote the ongoing upgrade and expansion of water supply and wastewater services to meet the future needs of Leixlip.
- I1.2** To maximise the sustainable and efficient use of existing capacity in water services in the planning of new development.
- I1.3** To seek to ensure that adequate water services will be available to service development prior to the granting of planning permission for development.
- I1.4** To seek to ensure that development proposals comply with the standards and requirements of Irish Water in relation to water and wastewater infrastructure.

9.2 SURFACE WATER AND GROUND WATER

The management of surface water and protection of groundwater is part of the Council's sustainable water services policy. Adequate storm water drainage and retention facilities are necessary to accommodate surface water run-off resulting from current and future developments in Leixlip. The use of Sustainable Drainage Systems (SuDS) and Green Infrastructure in new developments will contribute to surface water retention and help to reduce and prevent flooding, by mimicking the natural drainage of a site.

The objective of the EU Water Framework Directive (WFD) is to protect and restore good water quality, which is carried out through the implementation of River Basin Management Plans in Ireland. Leixlip is located within the Eastern River Basin District. This Water Management Unit contains the Leixlip Liffey Reservoir, the Rye River and the River Liffey waterbodies. The status of

surface water ranges from “bad” to “moderate” with an objective to ‘restore’ and ‘protect’ the water quality.

Groundwater in the western and north western section of the LAP area is predominantly moderately vulnerable. In the remaining eastern section of the plan area groundwater is highly vulnerable with sections of extreme vulnerability. The objective of the LAP is therefore to protect these resources from further deterioration.

Policy I2 – Surface Water and Groundwater

I2 *It is the policy of the Council to maintain and enhance the existing surface water drainage systems in Leixlip and to protect surface and ground water quality in accordance with the Water Framework Directive.*

Objectives

It shall be an objective of the Council:

- I2.1** To carry out surface water infrastructure improvement works as required.
- I2.2** To incorporate Sustainable Urban Drainage Systems (SuDS) as part of all plans and development proposals in Leixlip. Proposals for Key Development Areas, lands at Confey and Collinstown should address the potential for SuDS to control surface water outfall and protect water quality.
- I2.3** To maintain, improve and enhance the environmental and ecological quality of surface waters and groundwater in Leixlip in accordance with the River Basin Management Plan for Ireland and in conjunction with the Environmental Protection Agency.
- I2.4** To require applicants to demonstrate that proposals will not negatively impact on the status of a waterbody, in accordance with the requirements of the Water Framework Directive and the River Basin Management Plan for Ireland.
- I2.5** To protect both ground and surface water resources and to work with Irish Water to develop and implement Water Safety Plans to protect sources of public water supply and their contributing catchments.

Actions

- To encourage ‘daylighting’/deculverting and the restoration of culverted water bodies within the town as a natural method of flood management.

9.3 FLOOD RISK MANAGEMENT

There is a recognised history of flooding in Leixlip and in 2000 and 2002 flood events were recorded on Main Street. However, flood alleviation works have been undertaken in association with the Office of Public Works (OPW) including near Distillery Lane and Main Street. Areas susceptible to flooding are identified on **Map No.5 Flood Risk Map**.

In line with the *Planning System and Flood Risk Management Guidelines for Planning Authorities* (2009), Strategic Flood Risk Assessment (SFRA) has informed the preparation of the LAP. The LAP avoids development in areas at risk of flooding and has substituted vulnerable land uses with a less vulnerable use where this is not possible. Where neither is possible, mitigation and management of

risks must be proposed. Justification tests¹⁰ were carried out on a number of sites and are detailed in the SFRA report accompanying this Plan.

The SFRA has recommended that development proposals for a number of areas within the plan boundary should be the subject of site-specific flood risk assessment appropriate to the nature and scale of the development being proposed.

The SFRA of the Plan is informed by the Catchment Flood Risk Assessment and Management (CFRAM) Programme which, under the responsibility of the OPW, deals with fluvial flood risk.

Policy I3 – Flood Risk Management

I3 *It is the policy of the Council to manage flood risk in Leixlip in conjunction with the OPW and in accordance with the requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) and circular PL02/2014 (August 2014).*

Objectives

It shall be an objective of the Council:

- I3.1** To manage flood risk in Leixlip in accordance with the requirements of *The Planning System and Flood Risk Management Guidelines for Planning Authorities*, DECLG and OPW (2009) and Circular PL02/2014 (August 2014).
- I3.2** To ensure development proposals within the areas outlined on the Flood Risk Map are the subject of Site-Specific Flood Risk Assessment, appropriate to the nature and scale of the development proposed.
- I3.3** To support and co-operate with the OPW in delivering the Eastern CFRAM Programme applicable to Leixlip.

9.4 ENERGY SUPPLY AND COMMUNICATIONS

There are high voltage transmission lines traversing existing residential and amenity land uses in Leixlip. They also traverse land intended for residential, enterprise and employment and recreation uses. The transmission lines in the area are double circuit 110 kV lines including associated loops serving the former Hewlett Packard site and Intel. Upgrades to the transmission network to serve these major industrial connections are planned.

While the presence of the high voltage transmission lines in Kildare enables the county and Leixlip to be in a position to meet future electricity demands of customers, the concentration of such infrastructure to the west of the town has implications in terms of visual impact and land use compatibility.

The ESB Hydroelectric Power Station, built in the mid-1940s by the ESB on the Liffey, is located within the LAP boundary. Leixlip is also served by the gas network.

¹⁰ Justification tests are used to assess the appropriateness of developments in flood risk areas. See the SFRA which accompanies the LAP for further detail.

Broadband is readily available in Leixlip. A number of telecoms providers have network infrastructure serving the area and provide various types of connectivity from fixed line to wireless and mobile broadband. There is an existing 30m communications mast located to the rear of Mill Lane.

Policy I4 – Energy and Communications

I4 *It is the policy of the Council to promote and facilitate the development and renewal of energy and communications networks in Leixlip, while protecting the amenities of the town.*

Objectives

It shall be an objective of the Council:

- I4.1** To support the statutory providers of national grid infrastructure by safeguarding existing infrastructure and strategic corridors from encroachment by development that might compromise the operation, maintenance and provision of energy networks.
- I4.2** To support and facilitate the provision of telecommunications infrastructure in Leixlip, subject to safety and amenity requirements.
- I4.3** To seek the undergrounding of all electricity, telephone and television cables in the town.
- I4.4** To discourage a proliferation of above ground utility boxes in the town and to seek screening measures in conjunction with the provision of such structures.
- I4.5** To support the ESB in identifying a suitable alternative site for the relocation of the existing telecommunications mast at Mill Lane.
- I4.6** To promote and encourage the use of renewable energy technologies in existing and proposed building stock within the LAP area subject to consideration of environmental, conservation and visual requirements.

Actions

- To liaise with EirGrid in relation to the rationalisation of transmission infrastructure and/or underground routing of overhead power lines in Leixlip.

9.5 POLLUTION AND ENVIRONMENTAL SERVICES

The strategy for pollution and environmental services seeks to conform with European, national and regional policy in relation to pollution control (air, noise and light) and waste management and to maintain and improve environmental services and amenities in Leixlip.

The Council recognises the importance of maintaining the town free from litter and protecting it from indiscriminate dumping and bill postering. Along with its legal obligations, the Council will work with the Tidy Towns Committee, schools and local residents' associations to increase awareness of waste recycling and litter control.

Refuse collection in Leixlip is currently carried out by a number of private contractors and Kildare County Council operated recycling facilities for glass and cans are located at Lidl (Maynooth Road) and the Church of our Lady's Nativity (Station Road). The Council will continue to encourage

recycling and the minimisation of waste through its environmental education programme and the Green-Schools programme.

Policy 15 – Pollution and Environmental Services

15 *It is the policy of the Council to protect environmental quality in Leixlip through the implementation of European, national and regional policy and legislation relating to air quality, greenhouse gases, climate change, light pollution, noise pollution and waste management.*

Objectives

It shall be an objective of the Council:

- 15.1** To adequately maintain recycling facilities and to secure the provision of additional facilities, as required, including in conjunction with development.
- 15.2** To avoid, prevent or reduce harmful effects on human health and the environment as a whole through promoting the preservation of best ambient air quality with sustainable development.
- 15.3** To support the take-up and use of ultra low emissions vehicles and encourage, through the development management process the provision of electric vehicle charging infrastructure, where appropriate.

10 BUILT HERITAGE AND ARCHAEOLOGY

To protect, conserve and manage the unique built heritage of the town and to encourage sensitive sustainable development so as to ensure its survival and maintenance for future generations.

The rich history of Leixlip, from its origins as a Viking outpost through periods of Norman and Georgian architectural influence, is reflected in the variety and quality of the built heritage that characterises the town today.

Leixlip Town Centre retains much of its Georgian character, with a handsome mid-eighteenth century mall and other Georgian buildings as well as many well situated big houses along the Liffey Valley. This built heritage has the potential to attract visitors and tourism to the area.

The town is characterised by many features of architectural and archaeological interest, many of which are protected under National Monuments legislation and/or planning legislation.

The policies and objectives of the LAP in relation to the built heritage of Leixlip have been carefully considered in order to protect, enhance and promote an appreciation of this important asset as well as safeguarding the continued sustainable use of this important building stock and associated features.



10.1.1 Record of Protected Structures (RPS)

The Planning & Development Act 2000 (as amended), places an obligation on local authorities to include objectives for the protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Archaeological structures may, in some situations, be considered as architectural heritage and, therefore, may appear on both the Record of Monuments and Places (RMP) and the Record of Protected Structures (RPS). The Record of Protected Structures which includes structures in Leixlip is contained within the County Development Plan.

Table 10-1 is an extract from the Record of Protected Structures and is reproduced in the LAP for information purposes only. These structures merit protection and enhancement and in many cases have been identified by the National Inventory of Architectural Heritage (NIAH) for that reason. The NIAH for Kildare was completed in 2003 and the Council completed a review of the RPS for the county, including Leixlip, in 2015.

There are a significant number of Protected Structures located within the Main Street area of Leixlip, including Leixlip Castle at the western end of the town, Leixlip Boathouse at the confluence of the Liffey and Rye Water and the eight houses of the Mall, Main Street.

In addition the RPS includes follies and gatehouses, religious building stock, and building stock associated with the canals and the railway. Of this latter group Louisa Bridge, Leixlip Bridge, Cope Bridge, Deey Bridge, the Toll House (Leixlip Bridge), Leixlip Spa and Aqueduct are particularly noteworthy.

The estate farm complex of Barnhall House, The Wonderful Barn and the pigeon towers at Barnhall, built in 1743, are very important built heritage assets in Leixlip. The dramatic form and visual landmark of the barn and pigeon houses, in particular, offer significant potential for sensitive adaptive re-use for tourism/amenity.

The policies and objectives of this section should be read in conjunction with **Section 11** – Natural Heritage, Green Infrastructure and Strategic Open Space.

Table 10-1 Record of Protected Structures, Extract from Kildare County Development Plan 2017-2023¹¹

Reference (RPS No.)	NIAH Ref	Item and Location	Description
B06-03		Confey Church Ruins	Church and Graveyard
B06-04		Tower of Confey Castle	Tower
B06-05		Knockmulrooney Tower in Confey Townland	Knockmulrooney Tower
B06-10		Confey Abbey	Abbey
B06-14	11900602	Deey Bridge and Lock 13, Royal Canal Main Line	Canal Bridge and Lock
B11-06		Kilmacredock Church Ruins	Church
B11-15	11901102	Wonderful Barn complex	Barn
B11-25	11804009	67 Main Street, Leixlip – Leinster Lodge	House
B11-28	11804077	Ralph Square (Off), Leixlip	House
B11-29	11804079	The Stables, Glebe House	House
B11-30	11804070	337 Mill Lane, Leixlip	House
B11-31	11804040	Glebe House, Pound	House
B11-32	11804039	Celbridge Lodge, Church Road, Celbridge	House
B11-33	11804026	14 Main Street	House
B11-41	11804073	St Catherine's Park (Liffey Valley House Hotel)	House
B11-42	11804075	Leixlip House Hotel, Captain's Hill	House
B11-43	11804074	Newton Hill House	House
B11-44	11804076	Leixlip Bridge Toll House, Leixlip Bridge	House
B11-45	11804069	74 Mill Street	House
B11-46	11804066	Black Castle, Mill Street	House
B11-48	11804029	French Estates/John Paul's, Main Street	House with shops
B11-49	11804021	Castle View House, 5 Main Street	House
B11-50	11804022	1 Main Street	House
B11-51	11804023	Ivy House, Main Street	House
B11-52	11804045	Leixlip Castle, Leixlip Demesne	Country House

¹¹ Please refer to the Kildare County Development Plan 2017-2023 Appendix 3 'Record of Protected Structures'.

Reference (RPS No.)	NIAH Ref	Item and Location	Description
B11-55	11804047	Leixlip Castle, Leixlip Demesne	Folly
B11-56	11804048	Leixlip Castle, Leixlip Demesne	Outbuilding
B11-57	11804052	Leixlip Castle, Leixlip Demesne	Outbuilding
B11-58	11804053	Leixlip Castle, Leixlip Demesne	Walls/gates/railings
B11-59	11804054	Leixlip Castle, Leixlip Demesne	Walls/gates/railings
B11-60	11804055	Leixlip Castle, Leixlip Demesne	Garden Temple
B11-61	11804056	Leixlip Castle, Leixlip Demesne	Outbuilding
B11-62	11804057	Leixlip Castle Demesne	Outbuilding
B11-63	11804058	Leixlip Castle Demesne	Dovecote (former)
B11-64	11804059	Leixlip Castle Demesne	Outbuilding
B11-65	11804060	Leixlip Castle Demesne	Outbuilding
B11-66	11804061	Leixlip Castle Demesne	House
B11-67	11804062	Leixlip Castle Demesne	Garden Structure (misc.)
B11-68	11804064	Leixlip Castle Demesne	Boat house (former)
B11-69	11804065	Leixlip Castle Demesne	Garden Structure (misc.)
B11-70	11804001	1 The Mall, Main Street	House
B11-71	11804002	2 The Mall, Main Street	House
B11-72	11804003	3 The Mall, Main Street	House
B11-73	11804004	4 The Mall, Main Street	Office
B11-74	11804005	5 The Mall, Main Street	Office
B11-75	11804006	6 The Mall, Main Street	Office
B11-76	11804007	7 The Mall, Main Street	Office
B11-77	11804008	8 The Mall, Main Street	House
B11-78	11804009	Main Street, Leixlip	House
B11-79	11804017	Saint Mary's Church, Main Street	Church
B11-80	11804024	Classic Combination Mini Mart, Main Street	Shop
B11-81	11804025	Main Street	House
B11-82	11804033	Catholic Church of Our Lady's Nativity, Pound St	Church
B11-83	11804078	Leixlip Bridge	Bridge
B11-113	11901101	Leixlip Gate, Barnhall	Walls/gates/railings
B11-115		Ryevale House. Leixlip	House
B11-116		Marshfield House, Mill Lane, Leixlip	House
B11-117		Collinstown House, Collinstown	House
B11-122	11804041	Leixlip Castle	Walls/gates/railings
B11-123	11804046	Leixlip Castle	House

Policy BH1 – Protected Structures

BH1 *It is the policy of the Council to preserve and enhance the buildings identified on the Record of Protected Structures and to carefully consider any proposals for development that would affect the special value of such structures, including their historic curtilage, both directly and indirectly.*

Objectives

It is an objective of the Council:

- BH1.1** To ensure the protection of all structures, (or parts of structures) and the immediate surroundings including the curtilage and attendant grounds of structures contained in the Record of Protected Structures (refer to **Table 10.1** and **Map No. 2 Built Heritage and Archaeology**).
- BH1.2** To acknowledge and promote awareness of the origins, historical development and cultural heritage of the town, to support high quality developments that relate to local heritage and to ensure that new development respects and is responsive to the cultural heritage of Leixlip.
- BH1.3** To protect the landscape character, values, sensitivities, focal points and views in Leixlip, including those identified in the Kildare County Development Plan. This will include, inter alia, the following:
- a) the requirement of a Visual Impact Assessment for developments with potential to impact on areas of significant landscape character, value or sensitivity, including both urban and natural features, significant townscapes and historic buildings, as appropriate.
 - b) prohibit development that will block or interfere with a significant focal point or view. Where it is considered that a development may impact on focal points or views, proposals must have regard to the significance of any such impact and any appropriate mitigation measures that should be incorporated.
- BH1.4** To support the implementation of the conservation plan for the restoration and management of Leixlip Spa in association with key stakeholders.
- BH1.5** To complete a Conservation Study for The Wonderful Barn and its curtilage to inform potential feasibility studies and public consultation for appropriate use, and to support the implementation of the conservation study for the restoration and management of The Wonderful Barn and associated lands in association with key stakeholders.
- BH1.6** To promote The Wonderful Barn as an integrated tourism attraction including the restoration of the main features of the complex and its historical landscape:
- (i) The re-arrangement of the existing access way.
 - (ii) The integration of car parking facilities,
 - (iii) The consolidation and eventual restoration of the historic buildings.
 - (iv) The reinstatement of the walled garden and rear courtyard;
 - (v) The insertion of complementary commercial uses to ensure a sustainable future for the project. The feasibility of a Discovery Park including play facilities and a picnic area shall be investigated.
- BH1.7** To seek the protection of burial grounds within Leixlip in co-operation with agencies

such as the Office of Public Works and the National Monuments Service of the Department of Culture, Heritage and the Gaeltacht (DoCHG) as appropriate.

BH1.8 To promote the restoration of the Boat House on the River Liffey where it meets the River Rye and to promote the area along the Liffey as a recreational amenity.

10.1.2 Architectural Conservation Areas (ACA)

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or contributes to the appreciation of protected structures.

An area in the historic core of Leixlip has been designated as an ACA in the *Kildare County Development Plan 2017 - 2023* (**Figure 10-1** refers and the **Map No. 2 Built Heritage and Archaeology Map**). The area focuses on Main Street and extends to include Leixlip Castle to the south-west and Mill Lane to the east.

It is an objective of the Kildare County Development Plan (ACAO2) to prepare a Statement of Character for the Leixlip ACA. The purpose of the Statement will be to review the boundary and prepare Statements of Character for the Leixlip ACA. An accompanying information/guidance booklet shall be prepared to be circulated to property owners, the general public and Kildare County Council on the type of works that would require planning permission within the ACA while making specific recommendations on how to improve/restore the character of the ACA where required.

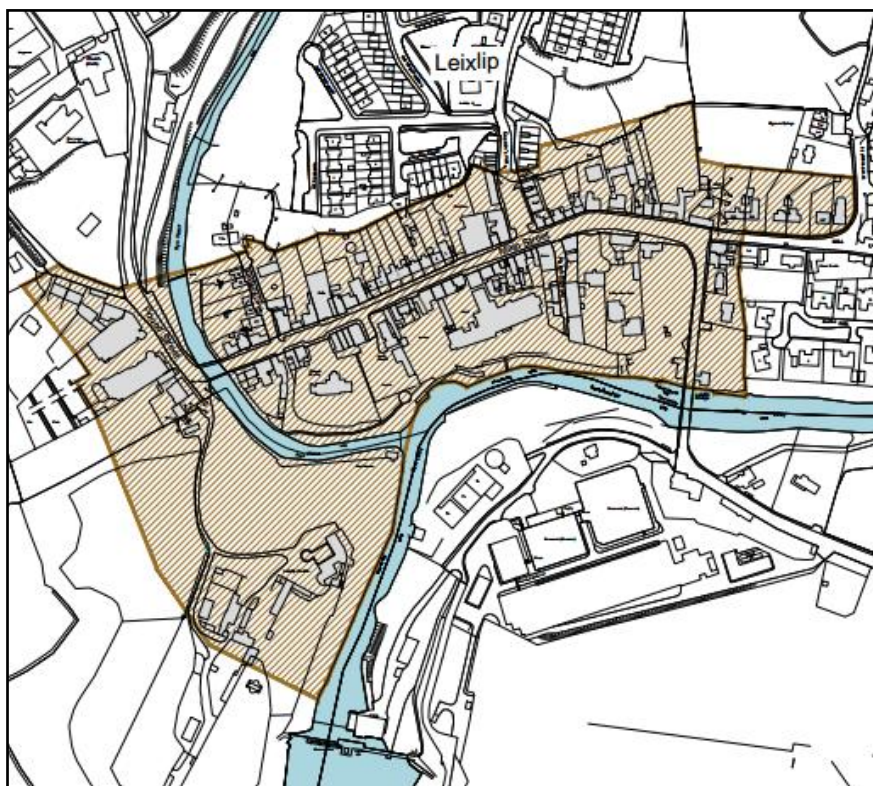


Figure 10-1 Leixlip ACA

(Source: Kildare County Development Plan 2017 – 2023)

The rationale for the development of the ACA for Leixlip includes *inter alia*:

- The morphology of the town centre has changed little over time with the majority of buildings located along Mill Street/Main Street dating from the latter part of the eighteenth century and having historical relevance.
- There are a number of single attractive and imposing buildings within the town centre which have been listed in the RPS – including Leixlip Castle overlooking the confluence of the Rye and Liffey rivers.
- There are very attractive buildings that form a strong streetscape within the Town Centre. These predominantly comprise two-storey terraced structures with facades fronting directly onto the street. The terrace of eight houses at the Mall is especially noteworthy.
- There is repetition of architectural features such as pitched roofs, chimney finishes, and timber sash windows.



The LAP will require development within the ACA to be compatible with the sensitive character of Main Street.

Policy BH2 – Architectural Conservation Area

BH2 *It is the policy of the Council to preserve and enhance the historic character and visual setting of the Leixlip Architectural Conservation Area and to carefully consider any proposals for development that would affect the special value of the area.*

Objectives

It shall be an objective of the Council:

- BH2.1** To ensure that new development, including infill development, extensions and renovation works within or adjacent to the ACA preserve or enhance the special character and visual setting of the ACA including vistas, streetscapes, building line, fenestration patterns and architectural features.
- BH2.2** To have regard to the Kildare Shopfront Guidelines (2013) in the consideration of any proposals within the ACA providing that they contribute to the established pattern, scale, materials and proportions of the buildings within the ACA. Modern design that makes a positive contribution to this ACA will also be considered.
- BH2.3** To encourage the retention, repair and re-use of materials which characterise the vernacular architecture of the ACA including stone, slate, timber windows and doors, and decorative render.
- BH2.4** To reduce and prevent visual and urban clutter within the ACA including, where appropriate, traffic management structures, utility structures and all signage.
- BH2.5** To prepare a statement of character and area specific policy objectives for the Leixlip ACA.

Actions

- The Council will work with and assist, where appropriate, owners of protected structures of

particular significance within Leixlip in their maintenance and repair through advice and grant aid from relevant sources.

10.1.3 Protected Views

The Kildare County Development Plan includes views to be protected between The Wonderful Barn and Castletown House which affect some lands within the LAP. The design and siting of new development shall have regard to protected views in particular, any redevelopment of the Hewlett Packard site.

10.2 ARCHAEOLOGICAL HERITAGE

Leixlip began as a Viking settlement which evolved around the confluence of the River Liffey and its tributary the Rye River. Zones of archaeological potential have been identified at Oaklawn, Riverdale, Confey, Main Street and beside the River Liffey to the south of Leixlip (as identified in the **Map No. 2 Built Heritage and Archaeology**).

For the purposes of the LAP Archaeological Heritage includes the following:

- National Monuments.
- Archaeological and Architectural monuments / sites in RMP.
- Monuments in the Register of Historic Monuments.
- Zones of Archaeological Potential in Historic Towns.
- Underwater Archaeological Heritage, including Historic Wrecks.
- Previously unknown and unrecorded archaeological sites.
- Potential sites located near large complexes of sites or monuments.
- Present or former wetlands, unenclosed land, rivers or lakes, or the inter-tidal zone.

10.2.1 Sites and Monuments Record

Map No.2 Built Heritage and Archaeology identifies the sites within the LAP area that are included on the Sites and Monuments Record (SMR). This map should be read in conjunction with Table 10-2 which lists all the relevant sites, which has been reproduced in this LAP for information purposes only. The Archaeological Survey of Ireland database at www.archaeology.ie contains an interactive map/search facility that provides access to all records of the Archaeological Survey of Ireland (ASI) and should be consulted prior to the development of land within the plan area.

Table 10-2 Sites and Monuments Record within the Leixlip LAP boundary

SMR Reference	Item	Location
KD011-001--	Redundant record	KILMACREDOCK LOWER
KD011-002001-	Ecclesiastical enclosure	KILMACREDOCK UPPER
KD011-002002-	Road - road/trackway	KILMACREDOCK UPPER
KD011-002003-	Church	KILMACREDOCK UPPER
KD011-003----	Ritual site - holy well	NEWTOWN (Leixlip ED)
KD011-004001-	Historic town	LEIXLIP, LEIXLIP DEMESNE, NEWTOWN (Leixlip ED), ST. CATHERINES PARK

SMR Reference	Item	Location
KD011-007---	Ritual site - holy well	LEIXLIP
KD011-004002-	Castle - Anglo-Norman masonry castle	LEIXLIP
KD011-004003-	Church	LEIXLIP
KD011-004004-	Graveyard	LEIXLIP
KD011-004005-	Castle - tower house	LEIXLIP
KD011-017----	Bridge	LEIXLIP DEMESNE
KD011-018----	Mound	LEIXLIP DEMESNE
KD011-031----	Redundant record	BARNHALL
KD011-032----	Field system	KILMACREDOCK UPPER
KD006-001----	Ritual site - holy well	SION
KD006-002----	Castle - unclassified	CONFHEY
KD006-003----	Church	CONFHEY
KD006-003001--	Church	CONFHEY
KD006-004--	Castle - tower house	CONFHEY
KD011-054---	Habitation site	COLLINSTOWN (Leixlip ED)
KD011-042----	Ring-ditch	CASTLETOWN
KD011-04001-	Kiln - corn-drying	CASTLETOWN
KD011-04001-	Enclosure	CASTLETOWN
KD011-044----	Habitation site	KILMACREDOCK UPPER
KD011-058---	Habitation site	KILMACREDOCK UPPER
KD011-045---	Burnt mound	KILMACREDOCK UPPER
KD011-046----	Fulacht fia	KILMACREDOCK UPPER
KD011-047----	Burnt mound	KILMACREDOCK UPPER
KD011-048----	Habitation site	KILMACREDOCK UPPER
KD011-049---	Burnt mound	KILMACREDOCK UPPER
KD011-050----	Kiln - corn-drying	KILMACREDOCK UPPER
KD011-054---	Habitation site	COLLINSTOWN (Leixlip ED)
KD011-052---	Habitation site	COLLINSTOWN (Leixlip ED)
KD011-053---	Fulacht fia	EASTON
KD011-055---	Excavation - miscellaneous	COLLINSTOWN (Leixlip ED)
KD011-056--	Kiln	COLLINSTOWN (Leixlip ED)
KD011-057--	Habitation site	KILMACREDOCK UPPER
KD011-043--	Habitation site	KILMACREDOCK UPPER
KD011-059----	Metalworking site	KILMACREDOCK UPPER
KD011-011----	Bridge	CONEYBURROW (Donaghcumper ED), PARSONSTOWN (Celbridge ED), ST. WOLSTANS
KD011-002004	Graveyard	KILMACREDOCK UPPER
KD011-004009	Graveslab	LEIXLIP
KD011-004008-	Wall monument	LEIXLIP

SMR Reference	Item	Location
KD011-004007	Habitation site	LEIXLIP
KD011-004006-	Graveslab	LEIXLIP
KD011-017001-	Weir - fish	LEIXLIP DEMESNE
KD006-017--	Field system	CONFHEY
KD006-018----	Redundant record	CONFHEY
KD011-002--	Ecclesiastical site	KILMACREDOCK UPPER
KD011-004010-	Graveslab	LEIXLIP
KD011-004011-	Font	LEIXLIP
KD011-004012-	Stone head	LEIXLIP
KD011-004013-	Stone head	LEIXLIP
KD011-004014-	Stone head	LEIXLIP
KD011-062----	Fulacht fia	PARSONSTOWN (Celbridge ED)

The Zones of Archaeological Potential, identified by the Urban Archaeological Survey (Bradley and King 1986), contains the medieval core of Leixlip and is identified on the **Map No. 2 Built Heritage and Archaeology**.

Developments located within a Zone of Archaeological Potential and/or close to known archaeological monuments or sites, including site works that are extensive in terms of area (ground disturbance of half an hectare or more) or length (1 kilometre or more) and developments that require an Environmental Impact Assessment Report, will be required as part of the planning application process, or by condition of permission, to carry out archaeological assessment, monitoring, testing or excavation within the area either prior to the planning decision or prior to any development proceeding on site. The Council, as a condition on such developments, may consider the preservation of all or part of the archaeological remains in the area covered by that permission.

The Council will consult with the Department of Culture, Heritage and the Gaeltacht and other Statutory Consultees when considering applications for planning permission for development on or in the vicinity of archaeological sites and/or monuments.

Policy BH3 – Archaeological Heritage

BH3 *It is the policy of the Council to safeguard the archaeological heritage of the LAP area and avoid impacts on sites, monuments features or objects of significant historical or archaeological interest.*

Objectives

It shall be an objective of the Council

BH3.1 To prioritise the protection/ preservation in situ (or upon agreement preservation by record) of items of archaeological interest as listed in **Table 10-2** and shown on **Map No. 2 Built Heritage and Archaeology** from inappropriate development that would adversely affect and/or detract from the interpretation and setting of these sites.

BH3.2 To protect the historic core of Leixlip town and retain where possible the existing street layout, historic building lines and traditional plot widths where these derive from medieval or earlier origins.

BH3.3 To ensure that development proposals contribute towards the protection and preservation of the archaeological value of underwater or archaeological sites associated with the River Liffey and associated features.

11 NATURAL HERITAGE, GREEN INFRASTRUCTURE & STRATEGIC OPEN SPACES

To protect, enhance, create and connect natural heritage, high quality amenity areas and other green spaces throughout Leixlip for both biodiversity and recreational use.

11.1 NATURAL HERITAGE AND DESIGNATED SITES

Natural heritage in Leixlip includes a wide range of natural features that make an essential contribution to the environmental quality, ecological biodiversity, landscape character, visual amenity and recreational activities of the town. The location of the town at the confluence of the River Liffey and River Rye, and being encircled by the Royal Canal means water contributes significantly to the natural heritage of the town. The occurrence of natural vegetation adjacent to these water corridors also makes important contributions in terms of landscape character and ecology/biodiversity.



Special Areas of Conservation (SACs) are legally protected under the EU Habitats Directive (92/43/EEC) and are selected for the conservation of Annex I habitats and Annex II species. The Rye Water Valley/Cartron SAC (Site code 001398) follows the River Rye through the Leixlip LAP area from Kellystown Lane to where it meets the River Liffey. The conservation importance of this site lies in the presence of several rare and threatened plant and animal species, and the presence of petrifying springs, a habitat type listed on Annex I of the EU Habitats Directive.

The Royal Canal is designated as a pNHA (Site code 002103); the ecological value of the canal lies in the diversity of species along its linear habitats, many of which are further protected under European and National Legislation. Associated canal structures and buildings contribute to the setting and historic character of the canal. This LAP seeks to realise the full potential of the canal as a local and national amenity and policies seek to enhance walking/cycling route options linking the canal with residential areas and public open spaces in the town, and further afield (including the Dublin–Galway Greenway project) without compromising the integrity of its natural heritage.

The Liffey Valley is designated as a pNHA (Site code 000128) as it passes through Leixlip (downstream from Leixlip Bridge). The site is important because of the diversity of habitats. A number of rare and threatened plant species have been recorded within this pNHA and the river is also a salmonid river.

These sites are of significance for wildlife and habitats and are protected under the Wildlife Amendment Act, 2000.

The proximity of the confluence of the Liffey and River Rye to the town centre in particular is noteworthy, and the walkway and viewing points developed to the rear of Main Street in recent years are important additions to the public realm and amenity of the town.

Policy NH1 – Natural Heritage

NH1 *It is the policy of the Council to support the protection of species and habitats that are designated under the Wildlife Acts 1976 and 2000, the Birds Directive 1979 and the Habitats Directive 1992 as well as areas of high local biodiversity value and to ensure developments with potential to impact the integrity of the Natura 2000 network will be subject to Appropriate Assessment.*

Objectives

It shall be an objective of the Council:

NH1.1 To protect, conserve and manage the Rye Water Valley/Carton SAC and contribute to the protection of the ecological, visual, recreational, environmental and amenity value of the Royal Canal pNHA and Liffey Valley pNHA.

NH1.2 To ensure screening for Appropriate Assessment, in accordance with Article 6(3) of the Habitats Directive is carried out in respect of any plan or project, including Masterplans.

NH1.3 To ensure that any proposal for development within or adjacent to the Royal Canal (pNHA) and Liffey Valley (pNHA) is located and designed to minimise its impact on the biodiversity, geological, water and landscape value of the pNHA.

NH1.4 To ensure all applications for planning consent within or adjacent to the Royal Canal (pNHA) and Liffey Valley (pNHA) are accompanied by an Ecological Impact Assessment (EclA) prepared by a suitably qualified professional.

NH1.5 To identify, protect, conserve and enhance wherever possible, wildlife habitats and species of local importance, not otherwise protected by legislation. Such habitats would include woodland, river, grassland areas and field boundaries (hedgerows, stone walls and ditches). Such features form part of a network of habitats and corridors, which allow wildlife to exist and flourish and contribute to compliance with Article 10 of the Habitats Directive.

NH1.6 To protect and conserve the integrity of soils that supports the rich biodiversity and ecological networks in Leixlip.

Actions

- To survey existing bridge structures in Leixlip to identify if any currently support bat roosts.

11.2 GREEN INFRASTRUCTURE

Green Infrastructure (GI) planning is a proactive approach to maximising the benefits of the multi-functionality of nature that includes natural ecological processes, sustaining air and water quality and providing vital amenity and recreational spaces for communities, thereby contributing to the health and quality of life of residents and visitors to the town. Green infrastructure therefore serves to provide an ecological framework for the social, economic and environmental health of an area.

Under Article 10 of the Habitats Directive, planning and development policies must endeavour to conserve and manage corridors and stepping stone habitat features. In recognition of this, the *Kildare County Development Plan 2017 – 2023* proposes actions to address biodiversity in the county and the County Kildare Biodiversity Plan has



been prepared to plan for management at a local level. A Habitat and Green Infrastructure Survey (2016) was carried for Leixlip which identified and mapped the various habitats in the town. This habitat mapping contributed to the formulation of a Green Infrastructure map and the identification of key Local Biodiversity Areas. The maps are a valuable tool for the future planning of the area and also provide information for the general public and community groups. **Figure 11-1** shows the habitats mapped for Leixlip and **Figure 11-2** shows Green Infrastructure mapped in Leixlip.

- There are a number of key local biodiversity areas in Leixlip as follows: The Rye Water Valley/Carton SAC, River Liffey (including Liffey Valley pNHA), Royal Canal pNHA and Dublin – Sligo railway line which allow movement of both aquatic and terrestrial flora and fauna across the town.
- The woodlands, hedgerows, treelines, watercourses and extensive areas of grassland within the farmlands of Collinstown and Confey, in St. Catherine’s Park, Leixlip Manor, Leixlip Castle Demesne, Barnhall and the surroundings of the commercial grounds of Intel and the Hewlett Packard site all provide excellent habitats which are interlinked and support widespread habitat connectivity across the Study Area and contribute to the GI network of Leixlip

However, the dominant environments within Leixlip are improved grassland (for agriculture) and urban, built land. For this reason, it is important to ensure that ‘Local Biodiversity Areas’, which form an important part of the county’s Green Infrastructure and support connectivity within the network, are maintained and given the opportunity to increase their distribution within the town.

In addition, ‘Stepping Stone’ habitats, including scattered trees and parkland as well as amenity areas within housing estates, further enhance the connectivity of habitats, and in turn, promote biodiversity across Leixlip.

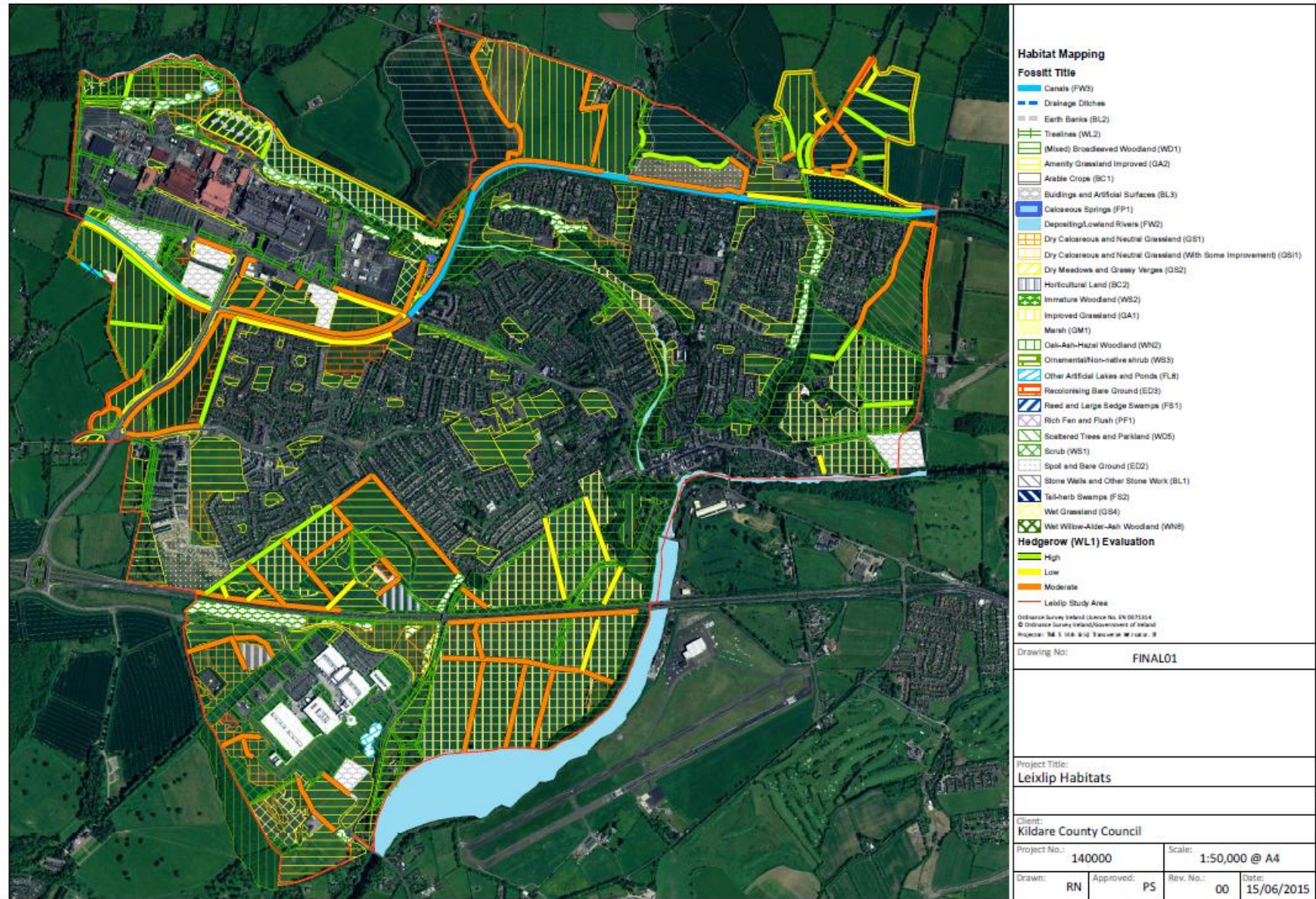


Figure 11-1 Habitat Mapping for Leixlip
 (Source: Leixlip: Habitat Survey and Green Infrastructure Mapping 2015)

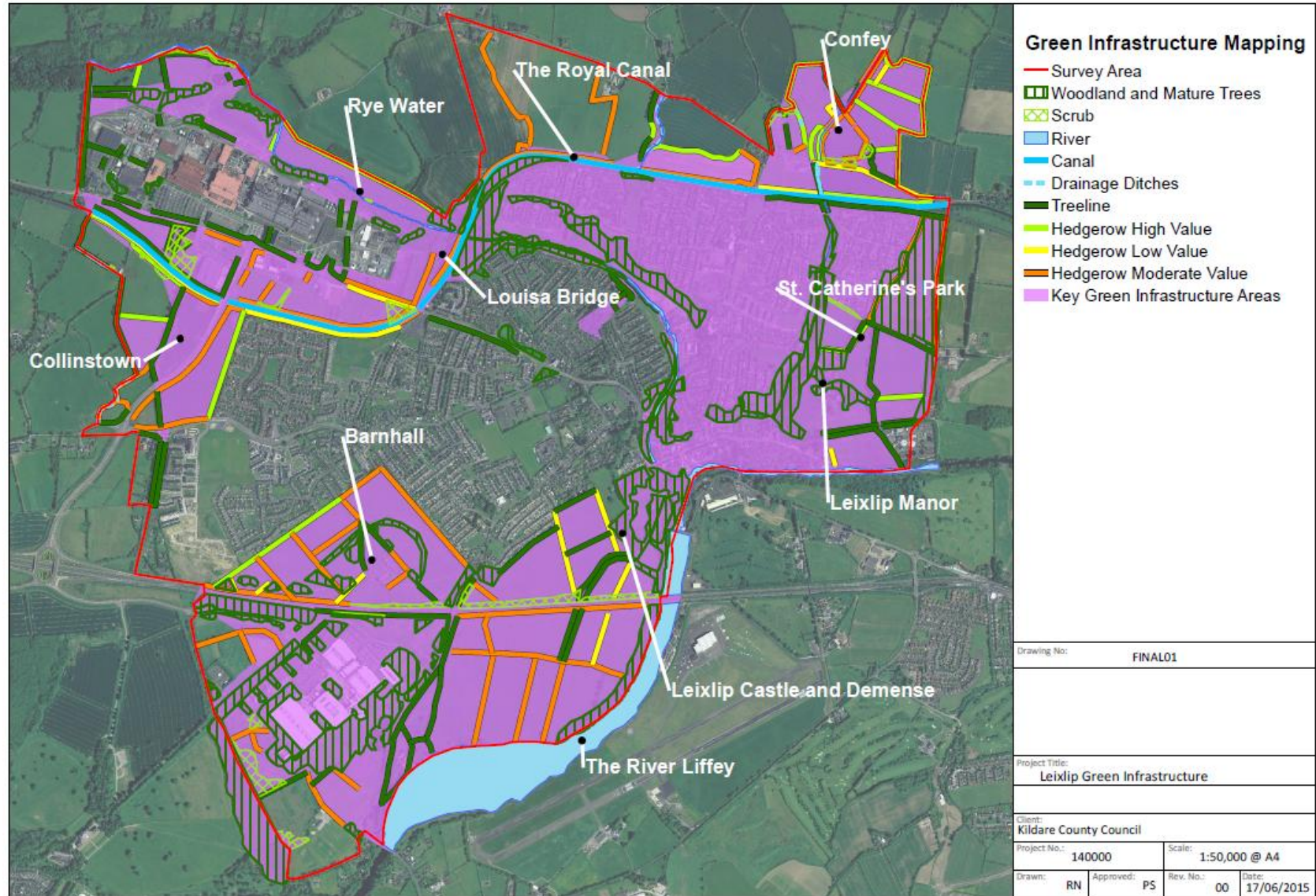


Figure 11-2 Green Infrastructure Mapping for Leixlip
 (Source: Leixlip: Habitat Survey and Green Infrastructure Mapping 2015)

- The habitats of ecological importance present within Leixlip were recorded as: *Woodland and Scrub Habitats*: There are significant areas of woodland particularly along linear corridors such as the Rye Water, the Liffey and within St. Catherine’s Park. The woodlands provide some of the main areas of bio-diverse habitat and significant vegetation connectivity across the highly urbanised setting.
- *Hedgerow and Treeline Habitats*: Hedgerows form part of an extensive wildlife network across Leixlip and contribute to the maintenance of habitat links across the town.
- *Grassland and Associated Habitats*: Dry calcareous and neutral grasslands are located within the Rye Water Valley/Carton SAC and provide habitats that are of National Importance. Wet grassland was identified within narrow stretches alongside the Royal Canal pNHA and within a field adjacent to the Hewlett Packard site.
- *Watercourses – Rivers, Canals and Associated Habitats*: There are a number of habitats associated with the Rye Water, the River Liffey and the Royal Canal pNHA (as well as other small streams in the area such as the Oranstown and Rathleek Streams). *Calcareous Springs*: The Calcareous spring habitat within the Louisa Bridge area (part of the Rye Water Valley/Carton SAC) supports a mosaic of habitats and a high biodiversity of flora and fauna species (such as the Annex I Whorl Snails which are also Qualifying Interests for the SAC). Tufa springs are Annex I habitats under the EC Habitats Directive, and are a qualifying feature for the SAC.

Other habitats in Leixlip included cultivated and built land. Arable crop fields can be found in the north Leixlip and Confey areas, with a small patch also noted in east Leixlip. Buildings and artificial surfaces are present across the town and, for the most part, were noted to support little or no ecologically-valuable flora.

Policy GI 1– Green Infrastructure

GI 1 *It is the policy of the Council to protect, enhance and further develop the Green Infrastructure network in Leixlip to provide a shared space for amenity, recreation and biodiversity.*

Objectives

It shall be an objective of the Council:

- GI1.1** To protect identified key Green Infrastructure and ‘Stepping Stone’ habitats (according to their value, enhance where possible and integrate existing and new Green Infrastructure as an essential component of new developments and restrict development that would fragment the Green Infrastructure Network. Site specific ecology surveys should be carried out where appropriate to inform proposed development and assess and mitigate potential impacts. The need for site specific ecological surveys will be determined on a case by case basis as part of the planning consent process.
- GI1.2** To seek to ensure key trees, woodlands and high value hedgerows identified in the Leixlip Habitat Survey, and the linkages they provide to larger areas of green infrastructure and the wider countryside, are retained and integrated into the design of new developments where appropriate.
- GI1.3** To provide for Eco-ducts as part of any new pedestrian and cycle links across the River Rye, Royal Canal and railway, thereby facilitating the free movement of people and

	species through the LAP area.
GI1.4	To maintain a green infrastructure protection zone of not less than 10 metres from the top bank of water courses in Leixlip with the full extent of the protection zone to be determined on a case by case basis by the Planning Authority, based on site specific characteristics and sensitivities. Strategic green routes and trails will be open for consideration within the protection zone, subject to appropriate safeguards and assessments.
GI1.5	To incorporate items of historical or heritage importance within the Green Infrastructure, as amenity features, where practical.
GI1.6	To seek to preserve, protect and enhance trees (including woodlands) of special amenity, nature conservation or landscape value within the plan area including at the following locations: <ul style="list-style-type: none"> • St Catherine’s Park • The Black Avenue • Leixlip Castle Demense • Newtown House, Captain’s Hill • In grounds of Leixlip House, adjoining public open space at Rye River Estate • Both sides of the aqueduct embankment • Síleacháin Valley, between fire station and Glendale Meadows • East side of laneway to Leixlip Gate • Marshfield House, Mill Lane • Open space adjacent to Rye water at Rye River Estate • Along north bank of Canal, Collinstown • Between River Forest and Ryevale Lawns • Trees along Main Street • Ryevale House and adjoining public open space at Ryevale Lawns.
GI1.7	To seek to protect trees with a particular local amenity or conservation value.
GI1.8	To promote appropriate tree planting within public open spaces along transport networks and in the public realm
GI1.9	(A) To seek to protect, preserve and develop St. Catherine’s Park as a public amenity. (B) To protect the amenity of St. Catherine’s Park as a dedicated public open space area and to provide for increased connectivity from Leixlip Main Street to the existing car park through the provision of a new linear parkland access with dedicated off road pedestrian and cycle access points (Refer to Black Avenue KDA).

11.3 OPEN SPACE

A Social Infrastructure Audit was carried out to inform the LAP and examined the availability and capacity of existing social infrastructure facilities in Leixlip, future requirements and to make recommendations based on anticipated population growth. ‘Social Infrastructure’ relates to the provision of services and facilities which are essential for health, wellbeing and social development of a town and includes for example, schools, health services, surgeries and community specific services, as well as areas which can offer active sports and passive recreational facilities.

The audit was structured and carried out in the following manner;

1. Assessing the Existing Situation;

2. Future Demand Analysis; and
3. Social Infrastructure Recommendations.

The Existing Situation

There are circa 154 hectares of land zoned as 'Open Space & Amenity' within the LAP. These lands are primarily for recreational and amenity purposes and represents 11% of the total study area.

Neighbourhood Parks¹², defined as the areas at the Wonderful Barn and St. Catherine's Park comprise circa 34% of the total amenity open space provision in the study area. In addition to the neighbourhood parks there are 7 no. local parks; 6 no. green corridors; 5 no sports area, and; 1 no. playground with the remaining areas consisting of amenity green spaces and natural/semi-natural green spaces. The remaining spaces provide habitats for ecological purposes, a focal point for active and passive recreation, promote community interaction and help mitigate the impacts of climate change. They also contribute to a high quality of life for those living, working and visiting the town.

The *Kildare Open Space Strategy 2011* highlights that Leixlip has the full complement of public open space types (within a hierarchy) from neighbourhood parks and local parks to amenity green spaces for future and projected population growth. There is also a range of sports grounds provided in public parks and linked to specific clubs. The development of Lough na Móna as a multi-purpose amenity area to include senior and junior playing pitches, multi use games areas, adventure area and junior play areas will be a welcome addition to the town.

The River Liffey corridor provides a major opportunity for Strategic Open Space that can connect into a wider regional network and support opportunities for strategic walking and cycling routes, in addition to ecology and biodiversity linkage. The strategy document *Towards a Liffey Valley Park* (2006) represented the first comprehensive strategy for the Liffey between Chapelizod in Dublin and Celbridge in County Kildare.

Future Demand Analysis

There are no relevant standards in Ireland for open space provision. Therefore, similar to the theme 'Outdoor Sports' as discussed in Section 7 consideration has been given to the 'FIT' (Fields in Trust) recommended benchmark guidelines for 'informal outdoor space'. It is evident from this evaluation, that the minimum recommended guidance for all open space typologies is achieved in Leixlip by the current open space provision.

Social Infrastructure Recommendations

The existing provision of open space still remains above the 'FIT' recommended guidance with the exception of green corridors and natural/semi natural open space provision. This means that if the population of Leixlip is to increase to the higher range of 23,433 persons by 2023, an additional 8.72 hectares of green corridors and/or natural/semi natural open space area will be required to serve the community.

¹² *Kildare County Council and HRA Planning, (March 2019) 'Leixlip Social Infrastructure Audit', pg37.*

There is an opportunity to enhance the green links between open spaces throughout Leixlip. These links vary in character from woodland and riverside/canal side walks to pathways within the urban context. These also have the potential to link historical points of interest. Many of the open spaces closer to the town centre and in the residential areas are also passive in nature. The introduction of amenities/facilities such as picnic tables, playgrounds or outdoor gym equipment etc. should be considered and integrated into the integrated open space network.

As recommended in the Social Infrastructure Audit (SIA), the LAP has made provision for the following new green corridors and/or natural/semi natural open space area to include those outlined in Table 11-1. **The green corridors and/or natural/semi natural open space requirements set out below is in addition to the public open space requirements and shall not be**

Table 11-1 List of New Open Space Provision

Green corridors and/or Natural / Semi Natural Open Space Area	Size (ha)
Confey Park Land	11.3
Confey Linear Park	3.7
Collinstown Green Route	4.55
Celbridge Road East KDA Linear Park	10.4
Black Avenue Linear Park	6.6
Total	36.55

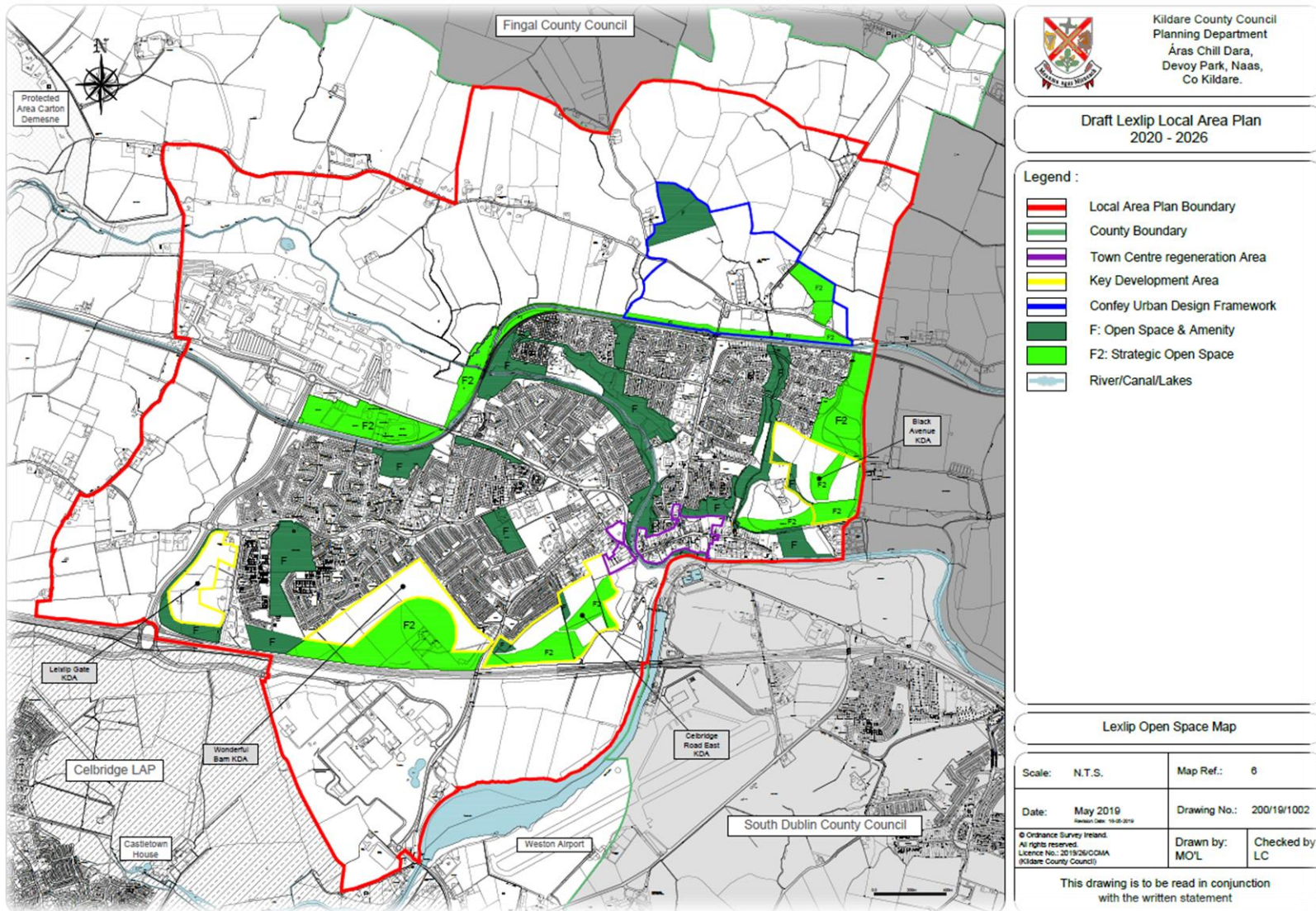


Figure 11-3 Identifies areas of Open Space and Amenity in Leixlip.

Policy OS 1– Open Space

OS1 *It is the policy of the Council to provide for a hierarchy of high quality multi-functional public open spaces within Leixlip, and to preserve and protect such spaces through the appropriate zoning of lands.*

Objectives

It shall be an objective of the Council:

- OS1.1** To explore the feasibility of/and, develop and/or improve linkages and connections between the network of open spaces in Leixlip, without compromising the biodiversity of the location:
- (i) Along the northern bank of the Rye from Distillery Lane to Woodside Estate and Confey Community College;
 - (ii) Along the River Liffey, from Leixlip Town Centre through Leixlip Castle, to the Salmon Leap Canoe Club; and
 - (iii) Between Síleacháin Valley and St. Catherine’s Park.
- OS1.2** To continue to facilitate and promote community-managed garden/allotments.
- OS1.3** To encourage the development of amenity lands at Lough na Mona to cater for active recreation for residents of Leixlip.
- OS1.4** To cooperate with key stakeholders including landowners in the development (where appropriate) of the Rye River and River Liffey Corridors, Royal Canal, and other areas within Leixlip for recreational purposes:
- (i) ESB regarding the recreational potential of the reservoir at Backweston.
 - (ii) Waterways Ireland regarding the Royal Canal
 - (iii) To pursue the creation of a Liffey Valley Regional Park together with Fingal and South Dublin County Councils.
- OS1.5** To facilitate and promote the provision of a public park at The Wonderful Barn.
- OS1.6** To maintain and protect the greenbelt between Leixlip, Celbridge and Maynooth.
-

12 KEY DEVELOPMENT AREAS, CONFHEY AND COLLINSTOWN

To ensure that best practice urban design principles are applied to all new development, based on the principle that well planned and integrated development enhances the sustainability, attractiveness and quality of an area.

This Local Area Plan (LAP) seeks to establish a framework for the provision of housing including focusing new development and associated facilities into a number of key areas within the town Key Development Areas (KDAs) and through the identification of strategic lands capable of accommodating future residential and employment growth.

KDA sites are approx. 10ha or greater and will extend the urban area of Leixlip at appropriate locations having regard to existing patterns of development and potential for connectivity. These will be the focus for new residential development during the early plan period.

In addition to the KDAs two strategic landbanks have been identified in the context of the longer term development of Leixlip. They include lands identified for the development of a new residential and community neighbourhood (at Confey) and the development of an enterprise and employment campus (at Collinstown).

12.1 KEY DEVELOPMENT AREAS

12.1.1 Introduction

This LAP identifies 4 Key Development Areas (KDAs) within Leixlip. These are:

1. **The Wonderful Barn KDA:** *New Residential/Open Space and Amenity lands at The Wonderful Barn north of the M4.*
2. **Celbridge Road East KDA:** *New Residential/Open Space and Amenity lands parkland connecting Leixlip Demense and the Main Street east of Celbridge road.*
3. **Leixlip Gate KDA (off Green Lane):** *New Residential/Open Space and Amenity lands.*
4. **Black Avenue KDA:** *New Residential Lands facilitating the delivery of new parkland along Black Avenue and providing improved access to St. Catherines Park.*

Design briefs have been prepared to guide development in these areas. These design briefs set out broad parameters for the future development of these areas and are indicative in nature; the preparation of a more detailed urban analysis will be required as part of any development proposal. The briefs will assist different parties involved in the planning process in the preparation and assessment of detailed proposals.

The briefs are based on the appraisal of the area and its urban context. The character and layout envisaged for each area in terms of design, heights and finishes will vary depending upon the existing topography, environmental features, open space, amenity and heritage features and views and basic design concepts including street hierarchy. The analysis is used to form a vision for each area based on the key principles of

urban design as outlined in the *Kildare County Development Plan 2017– 2023 (or any successor to same)* and the *Sustainable Residential Development in Urban Areas (2009)* and its companion document, *Urban Design Manual*.

12.1.2 Phasing and Implementation

Design proposals in the Key Development Areas (KDAs) will be subject to a schedule of phasing. The purpose of the phasing is to ensure that infrastructure, facilities and amenities are provided together with new residential development.

The phasing schedule is based on the premise that the number of dwelling units that may be permitted in each phase of development is dependent on the provision of a pre-determined amount of infrastructure, facilities and amenities to serve each phase. To ensure flexibility, the proposed phasing schedule is sequential (linked to housing output) rather than time specific.

The key infrastructure to be phased in conjunction with housing input in Leixlip relates to roads infrastructure, water/waste infrastructure, open space and recreational facilities. The phasing as outlined in **Section 12.6** below is designed to ensure the delivery of priority infrastructure within each development in tandem with development and has been informed by the Sustainable Planning and Infrastructure Assessment (SPIA) which accompanies this plan.

Each KDA is split into phases of development. While consent for the development in its entirety or for a subsequent phase of development may be prior to the completion of a previous phase, the previous phase must be completed in its entirety (including all predetermined infrastructure, facilities and amenities) prior to the commencement of dwelling units that are in a subsequent phase of development. A statement of compliance with the phasing requirements of the LAP shall be included with planning applications for new housing development in the KDA and compliance will be governed by condition of planning consent. Deviations from the phasing condition may be considered in circumstances where the Planning Authority is satisfied that listed infrastructure is at an advanced stage of delivery or other overarching factors have arisen. Any such deviations shall be subject to the prior written agreement of the Planning Authority. Infrastructure required to service future phases of development may be delivered upfront, prior to the completion of the earlier phases of development.

12.2 THE WONDERFUL BARN KEY DEVELOPMENT AREA

New Residential, Open Space and Amenity

The Wonderful Barn KDA is located to the south of the town, north of the M4 motorway and encircles the site of The Wonderful Barn complex. It is bounded by Easton Meadows and Rinawade residential estate to the north and west, Castletown residential estate to the north and Elton Court residential estate to the east. Trees and hedgerows form the shared boundaries with these estates and the development area. The Wonderful Barn KDA is approximately 15.4 ha (13.2ha residential).



Key

Local route/street		Strategic open space	
Celbridge Road		Existing hedgerow/vegetation	
Pedestrian/cycle route		Landscape reinforcement	
Residential block		Existing Landmark (Wonderful Barn)	
Key building frontage		Potential locations of crèche/community building	

Figure 12-1 Wonderful Barn KDA

Vision

The extension of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form, which provides links to and protects the cultural heritage of The Wonderful Barn.

Connectivity/ Movement

Access to the development area will be via an improved access point on the Celbridge Road which will also provide vehicular, cycle and pedestrian access / links to The Wonderful Barn. Achieve pedestrian and cyclist permeability throughout including connectivity to adjoining established residential estates. Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets (DMURS). Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment.

Built Form

Create a legible development with a sense of place which understands the cultural heritage of the surrounding area and has regard to the residential amenity of the existing dwellings to the north, west and east of the development area. Provide for buildings generally 2 storey in height. This site will generally accommodate medium density residential development in the order of 35 units per hectare. Where the quality of the design and layout is particularly high and it is determined that it would not impact unduly on the setting of The Wonderful Barn or adjoining established residential areas, higher densities may be achievable. Apartment and flat roof houses would not be appropriate in this area. The design and layout of new development shall provide for a zone of protection around The Wonderful Barn. Public open space should reflect existing spaces in adjoining developments, enhancing the visual amenity, with the possibility of merging in the future.

Landscape and Spaces

Building layouts will have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. Provide for minimum 15% quality open space within the residential lands. Retain natural heritage and existing green infrastructure features through incorporation into areas of open space and boundaries of residential development.

12.3 CELBRIDGE ROAD EAST KEY DEVELOPMENT AREA

New Residential, Open Space and Amenity

The Celbridge Road East KDA is located to the south of Leixlip town, north of the M4 motorway and is part of Leixlip Castle demesne. The lands are bound by Leixlip Park and Wogansfield to the north and by the rear of properties fronting onto Pound Street to the east. This KDA provides for a significantly dense woodland belt which physically and visually separates the site from Leixlip Castle. The ground level of this KDA has been raised following the construction of the M4 and therefore any development on this site will require the reduction in ground level and the implementation of noise mitigation measures to alleviate any noise impact from the M4.

This KDA measures approximately 12.8ha and provides for 10.1ha of 'Residential' zoned lands alongside a new community park and amenity walk covering an area of c. 2.8ha.



Key

Local route/street		Water bodies	
Pedestrian/cycle route		Strategic open space	
Potential historic/tourist trail		Existing hedgerow/vegetation	
Residential block		Landscape reinforcement	
Key building frontage		Noise buffer/open space	
Focal building		Potential location of crèche	

Figure 12-2 Celbridge Road East KDA

Vision

To consolidate the urban area of Leixlip through new residential development and a new public parkland setting delivering connectivity to the town centre.

Connectivity/ Movement

Connections will be integrated into the existing urban form and the natural and built environments to allow for ease of movement of both vehicles and pedestrians. Vehicular access to the Key Development Area (KDA) will be via a new signalised junction and single access point on the Celbridge Road. Roads will be designed for low speeds to ensure that

pedestrians, cyclists and vehicles can mix safely. Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets (DMURS). To reduce impact and ensure road safety, the through public road to connect the Celbridge Road (at Former HP Site) to M4 Interchange, Junction 6 must be completed and operational prior to the commencement of Celbridge Road East KDA in accordance with objective MT3.13 as outlined in **Section 8**.

The development of this KDA shall provide for increased permeability and connectivity to Leixlip Town Centre via new pedestrian access points. A number of pedestrian linkages through this KDA will address the connections between people and places by considering the needs of people to access jobs and key services. Potential linkages shall provide for full movement through this KDA and passively overlooked where possible. Potential linkages to Pound Street to be investigated (acknowledging level differences). Any proposed scheme shall be designed in such a manner that serves and facilitates opportunities for increased permeability and connectivity through established residential areas and provides access to all town centre services and open space and amenity areas.

Built Form

Create a legible development with a sense of place which understands the cultural heritage of the surrounding area. Provide for buildings generally 2 storey in height however any development proposals shall be required to have regard to residential amenity of existing dwellings at the perimeter, with particular attention paid to the single storey dwellings located at Highfield Park. Where the quality of the design and layout is particularly high and it is determined that it would not impact unduly on the setting of the subject lands or adjoining established residential areas, higher densities may be achievable.

Any proposed scheme shall incorporate appropriate increases in density and respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users. This KDA will accommodate medium density residential development in the order of 35 units per hectare, subject to also minimising impact on Leixlip Castle.

In recognition of the KDA's proximity to the M4 motorway, a number of noise mitigation measures should be incorporated in the design of any proposed scheme for the subject lands. A minimum 91m set back from the M4 shall be provided in the form of a landscaped open space area. The boundary wall of Leixlip Castle should be retained and incorporated into future development proposals.

Where sections of the original wall need to be removed to facilitate pedestrian access or at the proposed vehicular access along the Celbridge road such proposals shall be subject to detailed design where materials removed shall be re-integrated as part of the overall new access design in order to minimise impact.

Landscape and Spaces

Opportunities occur to use the intrinsic landscape positively in the design of this KDA. Building layouts shall have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. Layouts should allow for a 'Local Access Street' with generous landscaping and appropriate traffic calming measures. The measures should be designed with pedestrians, cyclists, public transport, service and emergency vehicles in mind e.g. raised junctions make it easier for pedestrians to cross.

Emphasis should be placed on a linear park connecting the Wonderful Barn to this Key Development Area whilst enhancing the landscape and heritage surrounding Leixlip Castle Demesne. A linear park will provide the definition that contributes to a sense of place and parkland distributed within the site ensures a range of recreational needs are within close proximity to homes and workplaces.

Visual links between Leixlip Castle Demesne beyond the site can be used to create 'view corridors', in which the linear park and open space can run. A portion of the site at the southern boundary is zoned 'Open Space and Amenity' and should be connected with the linear park and should be designed positively, with clear definition and enclosure. There should be no ambiguity or left over space. The linear park and open space, the majority of which will be publicly accessible, shall provide a range of facilities and features offering recreational, ecological, landscape, cultural or green infrastructure benefits. The proposed new parkland setting shall be provided by the developer in a phased manner alongside the delivery of new housing and shall retain natural heritage and existing green infrastructure features. The new parkland shall incorporate amenity walks with the potential to connect the site to the main street via Leixlip Demesne providing a new tourism trail from the main street via Leixlip Castle/Demesne the subject lands and the future development of the Wonderful Barn complex as a tourist attraction/adventure space.

Within the identified residential blocks, building layouts shall have regard to the protection of key views within the site and appropriate landscaping should minimise the visual impact of any new residential development. Retain natural heritage and green infrastructure features through incorporation into areas of open space and boundaries of residential development. A minimum of 15% quality open space within the c. 10 ha of residential lands identified shall be provided.

12.4 LEIXLIP GATE KEY DEVELOPMENT AREA (KILMACREDOCK)

New Residential, Open Space and Amenity

Leixlip Gate Key Development Area (KDA) is located to the west of the town on a prominent site with road frontage onto the R449. Leixlip Gate residential area and Beech Park adjoins the area to the east. The area measures approximately 9.23ha. The entire area is not available for development due to the proximity to the

existing dwellings along Leixlip Gate, however, intensification or redevelopment of these properties may occur during the lifetime of the plan.



Key

Local route/street		Focal building	
Pedestrian/cycle route		Strategic open space	
Potential vehicular access		Existing hedgerow/vegetation	
Residential block		Landscape reinforcement	
Key building frontage			

Figure 12-3 Leixlip Gate KDA (Kilmacredock)

Vision

The consolidation of the urban area of Leixlip through new residential development and open space and amenity, with a high quality permeable urban form and creating a built up edge along the R449.

Connectivity/ Movement

Access to the site will be via Leixlip Gate and onto Green Lane. Achieve vehicular, pedestrian and cyclist permeability throughout the development area and pedestrian/cyclists access to the R449 to the west. Planning applications for significant development on these lands shall be accompanied by a Traffic Impact Assessment.

Built Form

This site will accommodate medium density residential development in the order of 35 units per hectare. The layout shall have regard to the residential amenity of existing dwellings, with building heights respecting the adjoining properties. High quality development form along the R449 should announce the town and buildings 3- 4 storeys may be provided at the roundabout junction of the R449 and Green Lane. Provide passive surveillance of roads and open spaces. The existing avenue entrance gate (Leixlip Gate) is a Protected Structure (Ref. B11-59) and leads to a tree lined avenue, formerly part of Castletown Demesne. Proposals should seek to minimise impact on the Protected Structure and avenue. Buildings shall maintain an appropriate set back from the roundabout at the R449 and Green Lane.

Landscape and Spaces

Provide for minimum 15% quality open space within the residential lands. Retain natural heritage and existing green infrastructure features through incorporation into boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDs Strategy. Use landscaping to create buffer from R449 and M4.

12.5 BLACK AVENUE KEY DEVELOPMENT AREA

Parklands connection to St. Catherine’s Park, New Residential and Open Space and Amenity

Black Avenue Key Development Area (KDA) is located to the east of the town north of Black Avenue and adjoins Leixlip Manor Hotel and St. Catherine’s Park. The lands are bound to the west by Leixlip Manor, to the east by the avenue (within Fingal County Council) leading to St. Catherine’s Park, to the south by Black Avenue and to the north by St. Catherine’s Park.

This KDA provides a significant opportunity to provide a green and safe new access for pedestrian/cyclist and vehicular traffic to St. Catherine’s Park and the existing car park while also facilitating residential development which respects the setting of the subject lands and provides passive surveillance of the adjoining parklands. This KDA measures approximately 15.1 ha, provides for 10 ha of ‘Residential’ zoned lands alongside a new parklands space adjoining Black Avenue, and a linear parklands space leading to St. Catherine’s Park.



Key

Local route/street		Focal building	
Pedestrian/cycle route		Strategic open space	
Residential block		Existing hedgerow/vegetation	
Key building frontage		Landscape reinforcement	
Stream			

Figure 12-4 Black Avenue KDA

Vision

The consolidation and connection of the urban area of Leixlip to St. Catherine’s Park amenity lands through the provision of a local parkland street design, new residential development and open space and amenity areas.

Connectivity/ Movement

Access to the site will be via Mill Lane and Black Avenue, works required to which shall be detailed in any planning application submitted. A new linear park shall be provided along Black Avenue extending north through the site connecting the subject lands to the existing car park and St. Catherine’s Park amenity and open space lands. The proposed linear park shall provide for off road cycling and pedestrian movements.

Any planning application for the development of these lands shall be accompanied by a Traffic Impact Assessment which takes into consideration the impact of the proposed development on the Mill Lane and the Main Street Leixlip.

Built Form

This site will accommodate medium density residential development in the order of 35 units per hectare on a maximum of 10ha of the subject lands. The layout and building heights shall have regard to the residential amenity of existing dwellings and the setting of Leixlip Manor to the west and the adjoining parkland setting of the subject lands.

The remaining 2.5ha shall provide a new linear parkland and amenity green space along Black Avenue and shall include a new pedestrian/cycle and vehicular roadway providing access to the St. Catherine's Park. The built form of new development shall provide passive surveillance of this new linear park. Any planning application for the development of the lands at Black Avenue KDA shall be accompanied by a visual impact assessment and conservation report which takes into consideration the sites proximity to Leixlip Manor Hotel, its setting and the parkland setting of the adjoining lands at St. Catherine's Park.

Landscape and Spaces

Provide for minimum 15% quality open space within the identified residential lands. Retain natural heritage and existing green infrastructure features through incorporation into boundaries of residential development. Incorporate natural heritage and green infrastructure features in addressing flood risk and preparation of SuDs Strategy. Use landscaping to create a buffer along Black Avenue and along the perimeter of the subject lands adjoining St. Catherine's Park to the east.

12.6 PHASING, INFRASTRUCTURE, DELIVERY SCHEDULE AND FUNDING SOURCES

The development of KDA's within this LAP will be dependent on the timely delivery of a wide range of infrastructure. The 'Sustainable Planning and Infrastructure Assessment' which accompanies the LAP provides an assessment of transportation, water and waste water utilities, community and social infrastructure and services that will be required for the development of the KDA lands. **Table 11-1** sets out the key infrastructure necessary and funding sources, in a staged delivery schedule, in order to achieve the timely delivery of the objectives of the Leixlip Local Area Plan 2020-2026.

The lifetime of this Local Area Plan is six years, and the delivery schedule is divided in to the following four phases as well as an on-going stage with delivery throughout the plan lifetime and beyond:

<u>Immediate term</u>	Year 1 and Year 2
<u>Short term</u>	Year 2 to Year 4
<u>Medium term</u>	Year 4 to Year 6
<u>Long term</u>	6 years plus
<u>On - going</u>	Throughout the plan lifetime and beyond

Table 12-1 KDA Phasing, Infrastructure, Delivery Schedule and expected Funding Sources.

Wonderful Barn KDA		
Infrastructure	Delivery Schedule	Funding Sources
Roads and Transportation		
Implement measures identified in 'Leixlip Strategic Transport Assessment' and Leixlip Local Area Plan 2020-2026	Medium – Long Term In tandem with new development	Developer, State, KCC
General Cycle Improvements	On-going – In tandem with new development	Developer, State, KCC
Water and Waste Water		
General water supply network upgrade and extension	On-going – Subject to IW agreement prior to development	Developer, State (IW)
General wastewater treatment network upgrade and extension	On-going – Subject to IW agreement prior to development	Developer, State (IW)
Outcome of Drainage Area Plan (DAP) may impact on location of connection points to the sewer network and may necessitate the upgrading of the local pumping station. Study due for completion in 2020.	Long Term - Subject to IW agreement prior to development	Developer, State (IW)
Open Space and Recreation		
Provision of open space and recreational areas	To be carried out in tandem with new development and completed prior to the occupation of all units.	Developer
Celbridge Road East KDA		
Infrastructure	Delivery Schedule	Funding Sources
Roads and Transportation		
Implement measures identified in 'Leixlip Strategic Transport Assessment' and Leixlip Local Area Plan 2020-2026	Medium – Long Term - In tandem with new development	Developer, State, KCC
General cycle Improvements	On-going - In tandem with new development	Developer, State, KCC
Water and Waste Water		
General water supply network upgrade and extension	On-going – Subject to IW agreement prior to development	Developer, State (IW)
General wastewater treatment network upgrade and extension	On-going – Subject to IW agreement prior to development	Developer, State (IW)
Outcome of Drainage Area Plan (DAP) may impact on location of connection points to the sewer network and may necessitate the upgrading of the local pumping station. Study due for completion in 2020	Long Term – Subject to IW agreement prior to development	Developer, State (IW)
Open Space Provision		
Provision of open space and recreational areas	To be carried out in tandem with new development and completed prior to the occupation of all units.	Developer
Leixlip Gate KDA		
Infrastructure	Delivery Schedule	Funding Sources
Roads and Transportation		
Implement measures identified in 'Leixlip Strategic Transport Assessment' and Leixlip Local Area Plan 2020-2026.	Medium – Long Term - In tandem with new development	Developer, State, KCC

General cycle Improvements	On-going - In tandem with new development	Developer, State, KCC
Water and Waste Water		
General water supply network upgrade and extension	On-going subject to agreement with IW	Developer, State (IW)
General wastewater treatment network upgrade and extension	On-going subject to agreement with IW	Developer, State (IW)
Outcome of Drainage Area Plan (DAP) may impact on location of connection points to the sewer network and may necessitate the upgrading of the local pumping station. Study due for completion in 2020.	On-going subject to agreement with IW	Developer, State (IW)
Open Space Provision		
Provision of open space and recreational areas	To be carried out in tandem with new development and completed prior to the occupation of all units.	Developer
Black Avenue KDA		
Infrastructure	Delivery Schedule	Funding Sources
Roads and Transportation		
Implement measures identified in 'Leixlip Strategic Transport Assessment' and Leixlip Local Area Plan 2020-2026.	Medium – Long term, in tandem with new development	Developer, State, KCC
New Access Road	Medium – Long term, in tandem with new development	Developer, State, KCC
New Cycle, Foot Path and Public Lighting Required	Medium – Long term, in tandem with new development	Developer, State, KCC
Upgrade of existing Road and Junction	Medium – Long term, in tandem with new development	Developer, State, KCC
Water and Waste Water		
Water supply network upgrade and extension. Possibly new water main scheme required.	Medium – Long term - subject to agreement with IW	Developer, State (IW)
General wastewater treatment network upgrade and extension.	Medium – Long term - subject to agreement with IW	Developer, State (IW)
Outcome of Drainage Area Plan (DAP) may impact on location of connection points to the sewer network and may necessitate the upgrading of the local pumping station. Study due for completion in 2020.	Long term - subject to agreement with IW	Developer, State (IW)
Open Space Provision		
Provision of open space and recreational areas	Linear Park and Avenue works to be carried out and completed prior to the first occupation of any residential units within the overall KDA.	Developer

12.7 COLLINSTOWN STRATEGIC EMPLOYMENT LANDS

12.7.1 Vision

To guide the development of a high-quality, attractive and sustainable business campus environment that is characterised by comprehensive pedestrian/cycle friendly infrastructure, which also facilitates the efficient functioning of business and enterprise activities within this zone. The implementation of best practice urban design principles within the Campus will assist in the long-term economic viability and vibrancy of the area.

12.7.2 Context and Analysis

The lands at Collinstown are located to the west of Leixlip, directly south of the Intel manufacturing facility and currently accommodates a limited number of warehousing industries associated with ‘spin off’ logistical operations which are located along the R148 and form the northern boundary of these lands. The total land comprises 59.6 hectares. The northern portion of the site is bound by the R148 and is traversed by the Royal Canal and the Dublin – Sligo railway line. The western and southern boundary is primarily defined by local roads L81206 and L5057 and the land is in agricultural or ‘rural’ residential use. The eastern boundary is defined by the R449. An 110kv double circuit line runs through the site from north to south in close proximity to the eastern boundary which may act as a constraint to development of the overall site.



Figure 12-5 Collinstown Boundary with Constraints

Collinstown Business Campus should facilitate a range of office typologies to reflect the key growth sectors and to meet business life-cycle needs from start-up to growth phase to maturity and consolidation. The

employment floorspace should be provided in the form of flexible floorspace to allow for a range of office accommodation and to cater for small and medium sized expanding businesses together with buildings that can cater for a larger floor plate. This approach is also desirable from an urban design perspective to ensure an appropriate diversity of scale and a richness of finer grain development, both of which underpin a quality urban environment. All developments shall be of a high architectural quality.

12.7.3 Design Principles & Priorities

12.7.3.1 Urban Design Principles

Successful business and enterprise parks are, in part, shaped by the relationship of built form, setting and man-made landscape. Consideration of the valuable role played by the public realm is a key development principle of the Collinstown Business Campus.

- To ensure the Business Campus conveys a positive message to its citizens, potential investors and visitors through use of quality design and landscaping.
- To ensure that the development of the Business Campus is guided by the Leixlip Strategic Transport Assessment that seeks to develop improved access and permeability to lands at Collinstown. The assessment will also investigate the possibility of providing an additional train station at Collinstown and a potential park and ride facility at this location in the future.
- To provide for a new plaza style entrance leading from the north east of the Business Campus to connect to a potential new train station to the north. The Plaza would also act as a focal point in the Business Campus connecting Intel to the Collinstown Business Campus.
- To provide for landmark buildings at critical gateway locations. Landmark buildings should be distinct from their surroundings and be of high architectural merit with appropriate finishes and landscaping. It is envisaged that two landmark buildings at the northern and southern extremities of the Business Campus would be gateways to the Business Campus. Care should be taken to ensure that the massing and scale of these buildings would be appropriate for their location.
- Maintain light industry and associated service related uses within the established northern area of the Business Campus.
- To ensure that all new developments should be of such a scale that would not have a negative impact on neighbouring properties and residential properties to the western boundary.
- To ensure that building forms should reinforce the perception of the natural topography in order to minimise visual impacts and reduce the apparent height and that large volumes should be subdivided into modules or sub-parts to reduce perceived scale.
- To ensure that in the consideration of the design and layout of buildings, that key design factors such as a good external profile, prominent reception, floorspace flexibility, energy efficiency and a safe vibrant location are allowed for.
- To ensure that site and building design shall accommodate pedestrian circulation onsite from parking areas to open space through dedicated pedestrian pathways with connectivity to adjoining buildings.

- To ensure the business campus developments provide for environmental sustainable design and building solutions with regard to energy efficiency, Combined Cooling Heat and Power (CCHP) Systems and Sustainable Urban Drainage schemes.
- To ensure that the streetscape is characterised by high quality buildings with a high standard of finishes and treatments such as paving, landscaping and lighting, therefore creating a high quality environment with a defined identity.
- To create and high quality and attractive streetscape design that would enhance the public realm and be recognised as an address for business activity.
- To provide for focal public civic features and ensure they are treated as prominent components of the street scene.
- To ensure that street furniture would be treated as high quality, practical and useful elements.
- To provide for a full signage plan for each road/street. The signage plan shall be uniform with an agreed logo and design not only to provide wayfinding but also to establish the character of the area.

12.7.3.2 Access, Circulation and Permeability Principles

It is recognised that the design of streets and connections will have a critical bearing on the integration of the new Collinstown Business Campus on a local level and the wider hinterland. In order to ensure that sustainable movement remains a development priority, access and street design will be carried out in accordance with the Design Manual for Urban Roads & Streets (DMURS) and will place particular emphasis on the creation of an attractive and walkable Business Campus, incorporating the design considerations set out below:

- **Main movement spine** connecting all areas through the Campus development;
- **Accessible streets** with a focus on the free movement of pedestrians and cyclists, including those with limited mobility;
- **A legible and connected street environment** that is easy to navigate, assisting the most casual of users in finding their way around;
- **Safe and inclusive streets** that passively manage vehicular behaviour and the needs of all users, and;
- **Use of cost effective materials and street furniture** that are easy to maintain and are distributed in a rational manner.

12.7.3.3 Open Space and Landscaping

- To provide new amenity and recreation uses and supporting services (such as local retail) for the enjoyment of the local community and Business Campus.
- To provide new multi-functional green infrastructure, as a key element of the larger urban structure of lands and their connection to surrounding areas.
- To ensure existing boundary and inland trees and hedgerows are retained where possible and 'opened' to facilitate access.
- To ensure new roadways include a continual tree line providing an element of separation between the plots and larger industrial units.

- To provide for a principal green route that would act as a buffer and natural backdrop in which the buildings will be set. The buffer should be a minimum of 60m to allow for clearance of the high voltage overhead lines and should allow for permeable pedestrian links through the Business Campus.

12.7.4 Indicative Design Concept

The indicative design concept has been provided to guide the future development of Collinstown Business Campus and sets out the necessary infrastructure to support the anticipated development demands at full build-out. Such an approach is intended to ensure that all development is integrated and occurs in a coordinated manner with commensurate support services. Where appropriate, the design concept addresses the phasing of development to ensure that the scheme is realised in a sustainable manner.

Land Use

The zoning of lands within the Collinstown Business Campus will comprise of the following:

Table 12-2 Collinstown Indicative Land use and Size

Landuse	Size ha
Business and Technology	c.40.73
Neighbourhood Centre ¹³	c.0.25
Primary Care Centre	c.1.37
Playing Pitches North	c.6.7
Planning Pitches South	c.3.2
Green Route	c.4.55

¹³The Retail Guidelines define a neighbourhood centre as a small group of shops, typically comprising newsagent, small supermarket/general grocery store, sub-post office and other small shops of a local nature serving a small, localized catchment population. This indicative concept design highlights one location for a Neighbourhood Centre, to provide regular convenience and lower order comparison shopping and retail services for the needs of surrounding business campus. No single retail unit shall exceed 200sqm of net retail space subject to a maximum of 3 units. The total net retail space shall not exceed 300sqm.



Key

Road Improvement Objective		Focal building	
Internal routes		Civic Plaza	
Pedestrian/cycle route		Recreation/amenity	
Business and technology use		Strategic open space	
Neighbourhood centre		Existing vegetation retained	
Primary care centre		Landscape reinforcement	
Primary building frontage		Railway Line	

Figure 12-6 Indicative site block form and extent of the Collinstown Business campus
(Map Source Google Earth Pro)

12.7.5 Future Development

The lands at Collinstown are identified for the purposes of strategic employment. This LAP supports the delivery of a high-quality, attractive and sustainable business campus environment that is characterised by comprehensive pedestrian/cycle friendly infrastructure, which also facilitates the efficient functioning of business and enterprise activities, in conjunction with the delivery of the community uses within the site, where appropriate.

Individual applications for smaller sections of the overall lands will not be considered until an overall Design Framework has been agreed in writing with the Planning Authority. The development of these lands shall be subject to a comprehensive (not piecemeal) integrated scheme of development that shall include a statement of compliance with the design and development principles set out in **Section 12.7.3** above.

12.7.6 Infrastructure Requirements, Deliverability and Phasing

The development of Collinstown Business Campus will be dependent on the timely delivery of a wide range of infrastructure. The 'Sustainable Planning and Infrastructure Assessment' which accompanies the LAP provides an assessment of transportation, water and waste water utilities, community and social infrastructure and services that will be required for the development of lands at Collinstown. **Table 12-3** sets out the key infrastructure necessary and funding sources, in a staged delivery schedule, in order to achieve the timely delivery of the objectives of the Leixlip Local Area Plan 2020-2026.

The lifetime of the Local Area Plan is six years. The delivery schedule is divided in to the following four phases as well as an on-going stage with delivery throughout the plan lifetime and beyond:

<u>Immediate term</u>	Year 1 and Year 2
<u>Short term</u>	Year 2 to Year 4
<u>Medium term</u>	Year 4 to Year 6
<u>Long term</u>	6 years plus
<u>On - going</u>	Throughout the plan lifetime and beyond

This schedule is a living programme. It will be reviewed at regular intervals to assess how the implementation is progressing, available resources and as new sources of funding and/or providers emerge.

Table 12-3 Collinstown Infrastructure Delivery Schedule

Collinstown Infrastructure Delivery Schedule		
Roads and Transportation		
Implement measures identified in 'Leixlip Strategic Transport Assessment' and Leixlip Local Area Plan 2020-2026.	Immediate– Long Term	Developer, State, KCC
New Access Road	Medium – Long Term	Developer, State, KCC
Junction and Roundabout Upgrades Required	Medium – Long Term	Developer, State, KCC
Water and Waste Water		
General water supply network upgrade and extension	On-going	Developer, State (IW)
General wastewater treatment network upgrade and extension.	On-going	Developer, State (IW)

Outcome of Drainage Area Plan (DAP) may impact on location of connection points to the sewer network and may necessitate the upgrading of the local pumping station. Study due for completion in 2020.	Short to Medium Term	Developer, State (IW)
Landscaping	Alongside/in tandem with new Development	Developer
Open Space and Amenity Provision	Alongside/in tandem with Development	Developer
Local Neighbourhood Centre		
Delivery of a new local neighbourhood centre	In tandem with development - the neighbourhood centre shall not be constructed until 30% of the developable area site area has been developed and occupied, no more than 50% of the site may be developed without the construction of a new neighbourhood centre to meet the local business needs of the Business Campus.	Developer

12.8 CONFEEY

While a significant level of growth can be accommodated within the defined CSO boundary for the Leixlip area, the level of housing growth required in the County Development Plan Core Strategy creates the need to identify suitable green field lands which are capable of accommodating further growth in the region of 1340 residential units.

To address this requirement and in addition to the KDA's identified in this LAP, a significant land bank in Leixlip, namely Confey has been identified. This land bank presents considerable opportunities for a new residential and community neighbourhood with supporting social infrastructure.

The lands are strategically located in close proximity to the Dublin-Sligo rail line and in close proximity to the M4 and M3 motorways. Whilst this area presents significant opportunities for the future development of Leixlip, careful consideration must be given to the overall design, therefore in order to ensure that any future development is carried out in a sustainable manner an Urban Design Framework (UDF) has been prepared. The Urban Design Framework document has informed the zoning of the lands at Confey and acts as the preliminary design guide for the future development of these lands. The UDF is detailed in **Appendix A** to this Local Area Plan where the following policy and objectives are applicable.

Policy CON1 – Confey

CON1 *It is the policy of the Council to ensure that lands located at Confey are developed in a sustainable manner and in accordance with the details set out in the Confey Urban Design Framework recognising the areas strategic location within the Dublin Metropolitan Area.*

Objectives

It shall be an objective of the Council;

- CON 1.1** To ensure the future development of the lands identified within the Confey Urban Design Framework are subject to a detailed Masterplan the contents of which shall be agreed in writing with the Planning Department of Kildare County Council.
- CON 1.2** To ensure no development is permitted until a detailed Masterplan has been prepared for the Urban Design Framework lands. Individual applications for smaller sections of the Framework lands will not be considered until such time as an agreement in writing has been received from the Planning Department of Kildare County Council.
- CON 1.3** To require that the Masterplan prepared for the Confey Lands is accompanied by a statement of compliance which demonstrates how proposals for future development are consistent with the overall design principles, concept and character area details set out in section 2 of the Urban Design Framework.
- CON 1.4** To ensure the development of the Framework lands and Masterplan are consistent with the phasing/sequencing schedule set out in section 3 of the Confey Urban Design Framework.

13 LAND USE ZONING OBJECTIVES

The **Land Use Zoning Map** shows the land use zoning objectives for Leixlip and should be read in conjunction with **Table 13-1** Land Use Zoning Objectives, **Table 13-2** Definition of Terms and **Table 13-3** Land Use Zoning Matrix.

Table 13-1 Land Use Zoning Objectives

Ref	Use	Land-Use Zoning Objectives
A	Town Centre	To protect, improve and provide for the future development of Town Centres.
B	Existing Residential and Infill	To protect and enhance the amenity of established residential communities and promote sustainable intensification.
C	New Residential	To provide for New Residential Development.
E	Community and Educational	To provide for education, recreation, community and health.
F	Open Space and Amenity	To protect and provide for open space, amenity and recreation provision.
F2	Strategic Open Space	To preserve, provide for and improve recreational amenity, open space and green infrastructure networks.
G	Neighbourhood Centre	To provide for new/existing neighbourhood centres and associated facilities
H	Industrial and Warehousing	To provide for industry, manufacturing, distribution and warehousing.
I	Agricultural	To retain and protect agricultural uses.
Q	Business and Technology	To provide for office and high technology type employment.
T	Tourism	To provide for Tourism and Leisure Facilities
MU	Mixed Use	To provide for a mix of uses to include residential, employment and commercial.
U	Transport and Utilities	To provide for the needs of transport and utility uses.

Table 13-2 Zoning Matrix – Definition of Terms

Term	Definition
Permitted in principle	Land uses designated under each zoning objective as 'Permitted in Principle' are generally acceptable, subject to compliance with those objectives as set out in other chapters of this Plan.
Open for Consideration	Land uses shown as 'Open for Consideration' are uses that are not considered acceptable in principle in all parts of the relevant use zone. However, such uses may be acceptable in circumstances where the Council is satisfied that the proposed use would not conflict with the general objectives for the zone and the permitted or existing uses as well as being in the interests of the proper planning and sustainable development of the area.
Not Permitted	Land uses which are indicated as 'Not Permitted' in the Land Use Zoning Matrix (Table 13.3) will not be permitted.
Other Uses	Proposed land uses not listed in the matrix will be considered on the merits of the individual planning application, with reference to the most appropriate use of a similar nature indicated in the table and in relation to the general policies and zoning objectives for the area.
Non-conforming uses	Existing established uses that are inconsistent with the primary zoning objective, where legally established by continuous use for the same purpose prior to 1 st October 1964 or by a planning permission and will not be subject to legal proceedings under the Act in respect of their continued use. Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area.
Transitional Areas	<p>While the zoning objectives indicate the different uses permitted in each zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity.</p> <p>In zones abutting residential areas, particular attention will be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties.</p> <p>Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.</p>

13.1 LAND USE ZONING MATRIX

The Land Use Zoning Matrix (**Table 13-3**) illustrates the range of land uses together with an indication of their broad acceptability in each of the land use zones.

Table 13-3 Land Use Zoning Matrix

Land Use	A – Town Centre	B - Existing Residential and Infill	C – New Residential	MU- Mixed Use	E – Community and Educational	F – Open Space and Amenity	F2 – Strategic Open Space	N Neighbourhood Centre	H - Industrial and W/housing	I - Agriculture	Q – Business and Technology	T - Tourism	U -Public Utilities
Amusement Arcade	O	N	N	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	N	N	N	N	N	N	O	Y	N	N	N
Car Park (other than ancillary)	Y	N	N	O	O	N	N	O	O	N	O	O	O
Betting Office	O	N	N	N	N	N	N	O	N	N	N	N	N
Cemetery	N	N	N	N	Y	N	N	N	N	O	N	N	N
Community / Recreational / Sports buildings	Y	O	O	N	Y	Y	N	O	N	O	N	Y	N
Crèche / Playschool	Y	O	Y	Y	Y	N	N	O	N	N	O	O	N
Cultural Uses / Library	Y	O	O	O	Y	O	O	O	N	N	N	O	N
Dancehall / Disco	O	N	N	N	N	N	N	N	N	N	N	O	N
Dwelling	Y	Y	Y	Y	O ¹⁴	N	N	O	N	O ¹⁵	N	N	N
Emergency Residential Accommodation	Y	O	O	O	Y	N	N	Y	N	N	N	O	N
Funeral Homes	Y	N	N	O	O	N	N	O	N	N	N	N	N

¹⁴ Ancillary to health/community use, and/or to meet special accommodation needs.

¹⁵ Subject to Rural Housing Policy.

Land Use	A – Town Centre	B - Existing Residential and Infill	C – New Residential	MU- Mixed Use	E – Community and Educational	F – Open Space and Amenity	F2 – Strategic Open Space	N Neighbourhood Centre	H - Industrial and W/housing	I - Agriculture	Q – Business and Technology	T - Tourism	U -Public Utilities
Garage / Car Repairs	N	N	N	N	N	N	N	N	Y	N	N	N	N
Group/Special Accommodation Needs	Y	Y	Y	N	O	N	N	O	N	O	N	N	N
Guest House / Hotel / Hostel	Y	O	O	Y	N	N	N	O	N	O	N	Y	N
Heavy Commercial... ...Vehicle Park	N	N	N	N	N	N	N	N	Y	N	N	N	O
Hot Food take away	O	N	N	N	N	N	N	O	N	N	N	N	N
Industry (Light)	O	N	N	N	N	N	N	N	Y	N	O	N	N
Industry (general)	N	N	N	N	N	N	N	N	Y	N	N	N	O
Medical Consultant / Health Centre	Y	O	O	Y	Y	O ¹⁶	N	Y	N	N	O	O	N
Motor Sales	O	N	N	N	N	N	N	N	Y	N	N	N	N
Nursing Home	Y	Y	Y	N	O	N	N	N	N	O	N	N	N
Offices	Y	O ¹⁷	O ₃	O	N	N	N	O	O	N	O	N	N
Park / Playground	Y	Y	Y	Y	Y	Y	Y	O	N	O	N	Y	N
Petrol Station	N	N	O	N	N	N	N	O	Y	N	O	N	O
Place of Worship	Y	O	O	N	Y	N	N	O	N	N	N	O	N

¹⁶ Only where the existing Open Space and Amenity can be off-set to a suitable alternative site

¹⁷ Proposals of this nature shall be restricted to circa 100sqm.

Land Use	A – Town Centre	B - Existing Residential and Infill	C – New Residential	MU- Mixed Use	E – Community and Educational	F – Open Space and Amenity	F2 – Strategic Open Space	N Neighbourhood Centre	H - Industrial and W/housing	I - Agriculture	Q – Business and Technology	T - Tourism	U -Public Utilities
Playing Fields	O	O	O	N	Y	Y	Y	N	N	O	O	Y	N
Pub	Y	N	O	Y	N	N	N	O	N	N	N	O	N
Restaurant	Y	O	O	Y	N	N	N	O	N	N	O	O	N
School	Y	O	O	N	Y	O	N	N	N	N	N	N	N
Shop (Comparison)	Y	N	N	Y	N	N	N	N	N	N	N	N	N
Shop (Convenience)	Y	O ¹⁸	O ¹⁸	Y	N	N	N	O ¹⁹	N	N	O ^{18,19}	N	N
Stable Yard	N	N	N	N	N	O	N	N	N	Y	N	N	N
Tourist Related Facilities	Y	O	O	O	O	O	N	O	N	O	N	O	N
Utility Structures	O	O	O	N	O	O	O	O	O	O	O	O	Y
Warehouse (Wholesale) / Store / Depot	O	N	N	N	N	N	N	N	Y	N	N	N	N

¹⁸ No single unit shall exceed 100 sqm. of the net retail space.

¹⁹ No single unit shall exceed 200 sqm. of the net retail space to a maximum number of three units. The total net retail space shall not exceed 300 sqm.